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Awards winners revealed

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**FAST**  
WINNERS

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**SUBSCRIPTIONS**

13 issues of Fast Car are published per annum  
UK annual subscription price: £64.35  
Europe annual subscription price: £78.00  
USA annual subscription price: £78.00  
Rest of World annual subscription price: £84.00

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UK subscription and back issue hotline: 01959 543 747  
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Customer service and subscription postal address:  
Fast Car Customer Service Team  
Kelsey Publishing Ltd  
Cudham Tiltle Barn,  
Berry's Hill, Cudham,  
Kent, TN16 3AG  
United Kingdom

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**DISTRIBUTION**

Seymour Distribution Ltd, 2 East Poultry Avenue | London, EC1A 9PT  
www.seymour.co.uk  
Tel: 020 7429 4000

**PRINTING**

William Gibbons & Sons Ltd

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# ED START

Issue 404 February 2019

**So here we are. It's 2019 and you're having a brilliant start to the year. I know this because you've made the fantastic decision to buy and read this magazine.**

If you're a new reader, welcome. If you're an established reader, welcome to Fast Car 2019, the same great magazine, but on bigger, posher paper. We've celebrated this upgrade by giving the magazine a very slight refresh that will evolve over the next few issues, including some new regular features to boot.

Although the New Year brings fresh optimism about the future, we also think it's the perfect time to reflect. So we've had a look back over the past 12 months and decided to reward the innovation, engineering and damn-right coolness of the industry's best, by bringing back and compiling the FC Awards.

It took three meetings, two Domino's, a packet of pork scratchings and one bottle of single malt to whittle the list down and pick our favourite products of the year and label them Fast Car Award Winners.

Talking of winners, if you head to page 49, you'll find out who has won the hotly contested Car of the Year competition. The public voted in their thousands and in the end the top three cars were separated by a mere 75 votes – that's got to be one of the closest public votes in history!

Right, enough about last year. Let's get this one started! Enjoy the mag.

Big Love,  
Slim Jules

*Jules*

## Feature of the Month:

This was a close run thing this issue; 33-percent of me wanted to choose KEAN Suspensions' Ferrari 308, because it's beautiful and photographer Kevve.be has nailed the shoot. Another 33-percent of me wanted to choose the RX-7, because I love FCs and this is one of the best in the world. But the remaining 34-percent has chosen the Photography Guide as my Feature of the Month. I love taking pictures myself, so to get the inside knowledge and perspective from one of the industry's best, Ade Brannan, is a real treat.



Next Issue on sale 1 • 2 • 2019



**SLIM JULES**  
EDITOR

"My winner of Car of the Year? Gabriel's Mk1 Golf. It has more carbon parts than the Formula One paddock."



**MIDGE**  
CONTRIBUTING  
EDITOR

"Well, my favourite didn't even make the top 35? Jules still hasn't told me why he didn't include my Beetle."



**INITIAL G**  
ART EDITOR

"It's got to be James' Imp or Pipey's E Type. They're old classics but still awesome. Much like myself."



**GLENDA**  
WEBSITE EDITOR

"I'm not sure what my Car of the Year is, but I should definitely win Best Beard of the Year."



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### Mazda RX-7 054

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# UP FRONT

Salon Privé • Angry Man • Quiz Time • Appreciating Depreciation • Coming Soon



Words: & Photography: Daniel Bevis

## SALON PRIVÉ

Champagne, concours classics, outlandish concept cars, lobster, more champagne... That's Salon Privé in a nutshell. We braved the 30 °C heat (and the relentless champagne) to bring you a flavour of the event...



Few car shows offer the luxurious package that Salon Privé provides. While the cost of entry may be prohibitive to some, you do get what you pay for: not just a ticket into one of the UK's most exclusive motoring events, but also a sumptuous lobster luncheon and unlimited champagne refills throughout the day. A more mischievous correspondent may even suggest that the more you visit the bar, the better value the ticket works out to be...

This hedonistic flavour is appropriately mirrored by the venue at which Salon Privé takes place. The event used to reside at south-west London's

Syon Park, but in recent years it's called Oxfordshire's Blenheim Palace home, and 2018 was the first year to see the concours staged right up next to the mighty house itself.

Categories in the concours this year numbered 13, the first three for motorbikes, and the remaining 10 exhaustively listed as follows: Preservation at its Best, Pre-War Bugattis, Pre-War Luxury Tourers, Grand Tourers of the '50s and '60s, Wind in Your Hair, Best of British, Streamlined Closed Sports Cars, 50 Years of the Dino, Supercars of the '70s, and Competition Cars. The standard in each category was phenomenally high, with

multiple concours winners being shipped from all over the globe to compete.

Interestingly, this event was once again scheduled to clash with the Concours of Elegance at Hampton Court Palace, so entrants were forced to choose between one or the other. Suffice to say, each event boasted a sterling line-up and those at Salon Privé were there because they'd prioritised this event as the favourite. You can see from the photos just how discerning a group they are.

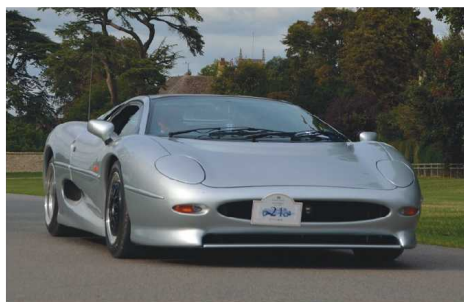
The fiercely contested Best of Show category was scooped by a 1933 Bugatti Type 55 Roadster, with second and third place on the podium

taken by a Delage D8-120 and Rod Stewart's old Lamborghini Miura S.

Prizes elsewhere went to the Porsche 550 Spyder, for Most Unique Bodywork (bit of a misnomer in truth as uniqueness can't be quantified – but you can't deny the unusualness of a small roadster wearing an aeroplane spoiler as a hat); the Ferrari 250 LM winning People's Choice, and a Ferrari 365 GTC winning Most Elegant. You won't hear any arguments from us there.

The dates for the 2019 event have recently been announced, running from 5-7 September. Let's hope they've booked the sunshine again!





### Jaguar XJ220 ▲

At concours events it's not uncommon to hear the dulcet tones of a string quartet, or perhaps a stripped-back rockabilly trio knocking out a few standards. But it's quite unusual to hear Maggie May blasting out at full volume. The source of the incongruous sound was a silver Jaguar XJ220 as it passed the judging desk. And the reason? Well, this very XJ220 used to be Rod Stewart's car, delivered new to the singer back in 1994. It's only covered 6,000 miles since and, as you can see, it's every inch the show-stopping retro supercar.



### F40 GT/LM ▲

There are few supercar silhouettes as immediately recognisable as the Ferrari F40 and, while it was never conceived as a race car, it wasn't surprising that some owners wanted to take them to the track. This one, chassis no. 80742, was one of seven F40s converted to race specs by Michelotto, to run in the Italian Campionato Italiano Supercar GT. It was entered by the infamous Jolly Club in this eye-catching Monte Shell livery, with Marco Brand driving the GT/LM to victory in nine out of 10 races that season. It enjoyed a sparkling motorsport career, and has recently been restored to original Monte Shell specs by DK Engineering.



### Lamborghini Miura ▲

Another of Rod Stewart's old motors, this 1971 Miura S featured the later 360bhp power hike, and was purchased by the popster with the proceeds of the chart-topping Maggie May single. He also bought a Miura SV around the same time, and famously used both as regular road transport. This one has recently received a full Polo Storico Lamborghini factory restoration, and deservedly took a top-three place in the Best of Show rankings.



### Lamborghini Aventador SVJ ▲

The new-for-2018 SVJ is proof that Lamborghini can't leave things alone. As brutal and accomplished as the Aventador is, there are always ways to make these things better. So the SVJ, which retails at £360,000, has titanium valves, a lighter flywheel and a raised rev limiter, making it both more eager and more powerful at 759bhp. It has lightweight wheels and much-lightened bodywork, enabling all-in dry weight of 1,525kg. This, then, is the Aventador refined: the best possible version of what it can be. For now, at least...



### Ferrari 512 BB Koenig ▲

In the era of outlandish excess that was the '80s, aftermarket conversions abounded for sports cars and supercars. These have languished in the hinterlands for collectors, but they're now starting to win accolades in auction houses and showgrounds. This Ferrari 512 BB, registered in Germany in 1978, became one of the renowned Willy Koenig's first conversions: it received fuel-injection, twin Rajah turbos, Mahle pistons and a race-spec exhaust, plus that outrageously wide bodywork.



### Brabham BT62 ▲

The new BT62 is a limited-run curiosity – one of those cars that's neither road-legal nor eligible for any race series. It's simply a very expensive track toy. But £1.2m buys a lot of heritage, along with a 700bhp nat-asap V8, gorgeous carbon-fibre bodywork, a tubular spaceframe chassis, six-speed sequential gearbox, motorsport-derived suspension, and a GT3 race-style interior. Exclusivity is guaranteed, with just 70 examples built. If you can afford one, you can probably afford to make it road legal!



## THE ANGRY MAN

*"When I was a kid, I dreamt of being an F1 driver. My mate Glenda wanted to be an astronaut and my other friend Midge (I only had two) wanted to run his own sweet shop. But kids today? Apparently 75 percent of them aspire to be Youtubers!"*

I guess times change and internet fame is more desirable than ever, so what's my problem? It's not the youth themselves I have beef with. But rather some of the Youtubers they look up to – guys and girls with millions of followers who talk absolute bullsh\*t, and profit off the back of it by feeding their adoring fans lies.

The scary thing is that these Youtubers believe their own bad advice and yet have absolutely no knowledge of what they are talking about. It's a dangerous situation that could potentially damage the future of our scene by influencing young car fans.

Don't get taken in by numbers. They aren't a good indication of who to follow. Do your own research and cross reference it from reliable sources. There's lots of good, knowledgeable Youtubers out there. But there are even more fraudulent ones!





## UP FRONT

# QUIZ TIME

Think you know your cars? Test your knowledge for fun here!

### Word Search

There are eight drifting legends in here, how many can you find?

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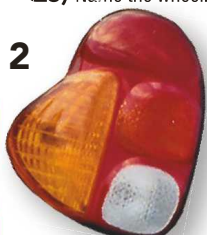
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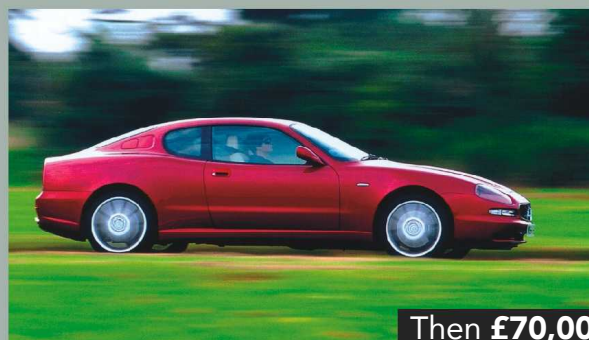
Q1) Name the car...

Q2) Name the rear cluster...

Q3) Name the wheel...



Go to p97 for the answers



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## Appreciating Depreciation MASERATI 3200 GT

We like to think we offer a bit of useful consumer advice for the average punter here at Fast Car. So you surely won't be surprised if we suggest that you buy yourself an exotic Italian sports car that'll almost certainly break in the first five minutes and then require you to flog your desiccated kidneys to foot the repair bills. But that's exactly what we're doing here, as we reckon you need a Maserati 3200 GT in your life.

Think about it: it's got all the hallmarks of the cars you always promised yourself when you were a kid – competition heritage, slinky Giugiaro design, a twin-turbo V8 giving 365bhp and 174mph, and swanky sculpted leather seats. Plus Christopher in The Sopranos had one. Which gives you infinite cool points.

It was the first car in the world to have LED taillights and they were shaped like a boomerang. C'mon, what more do you want?

Where it gets really exciting, however, is the price. At the turn of the millennium, with enough option boxes ticked, these alluring little coupés would be approaching £70,000; adjusted for inflation, that's around £115,000 in today's money. Nowadays you can get one for under £10,000. OK, it may ultimately send you to the poorhouse, but don't you think it's worth the risk?

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## COMING SOON

With Chrimbo finally out of the way, we can now start the countdown to the show season. But in the meantime we are going to keep your juices flowing by featuring the best metal from across the world, including these three little beauties...



Retrofastic Prelude with a VTEC heart

Driftwork's 550bhp wide-body 964 Turbo





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• Gloss Gunmetal



• Gloss Black



• Matt Black



• Matt Bronze

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Words: **Sam Preston** Photography: **Adam Walker**

The perfect antidote to a world of subtle styling cues, Bradley Jenkins' insane Glanza V leaves no stone unturned in the pursuit of the most thorough show car build we've seen for many, many years...

# COMPLETED IT, MATE

**What was going on in your life around** the turn of the millennium? Aside from the FC office collectively boasting far more hair on our heads all those years ago, another huge change can be quickly discovered by simply picking up a copy of this very publication from around that fine era.

Now don't get us wrong, we love the modified car trends we're lucky enough to be surrounded by these days, often going weak at the knees when copping

eyes on a reserved, box-fresh ride boasting that all-important killer fitment. But we'd be lying if we said at least a small part of us didn't miss those balls-out, no-holds-barred builds that were all the rage two decades back.

## BACK TO THE FUTURE

Why are we reminiscing over a style that's all but extinct in this day and age? It's all because of young Bradley and his Toyota

Glanza V here: a car which takes a big leap out of the 'blank canvas' tuning book of old and stands out in the scene like a sore thumb for all the right reasons as a result. Read on to learn about the ton of creativity and sheer sacrifices that've gone into making his dream a reality. And we guarantee that you too will be pining after the good old days before too long...

To say Bradley's masterpiece has been a work in progress is something of an understatement. The car gradually









“I’ve ruined it! Driveability has become a bit of a running joke between my mates”



➔ evolving through many forms to finally reach what its proud owner confidently calls the ‘ultimate’ state that you see before you now. We actually approached the Stoke-on-Trent-based lad a few years back to offer him a feature, which he politely declined, explaining how he had a couple more tweaks to perform to ensure the car was bang-on and would warrant a place on the front cover. Safe to say, it was worth the wait!

The long road to perfection starts back in 2011, a time when Bradley had already owned several non-sporty Starlets but finally thought he deserved his own slice of turbocharged Glanza V hot-hatch perfection. Cue this particular example, which was then nothing more than a ropey standard white import with a failed head gasket. Working for his dad’s garage, Bradley thought it’d be a nice little project to keep him out of trouble over winter.

“I soon got the tuning bug and added parts like a Subaru turbo to it to get it up to around 200bhp,” he continues, the project gaining momentum by the second. Briefly selling the car only to buy it back a

few months down the line with the handy addition of a forged engine, the intensity of the build heightened as Bradley realised his four-wheeled companion would probably be sticking around for a while.

It’s worth noting that our man here is proud to perform the majority of the work to his car himself, avoiding large tuning garages wherever possible to not only keep costs down but to ensure that his



SSR Professor SP1 split rims with chromed centres polished lips and gold bolts





Fully-forged 1.3-litre 4E-FTE turbocharged DOHC 16v engine, including Wossner forged pistons

wild ideas could be fully lived out with no compromise – regardless of how many custom parts needed to be whipped up on route to make it happen!

### MORE POWER

This is around the time things really ramped up a notch and the humble boosted hatchback began to take the unforgettable form it sports to this day. We caught up with Bradley as him and his pals were stuck underneath the Glanza in his garage, performing an engine-out re-spray on the entire car in this Dodge Redline red hue. Soon also sporting those perfectly-executed wide arches, a set of tasty split rims and, controversially, the adapted air suspension system that's still thought to be the only one of its kind around, you probably won't be too surprised to hear the Toyota created huge waves when unveiled in this guise a couple of years back.

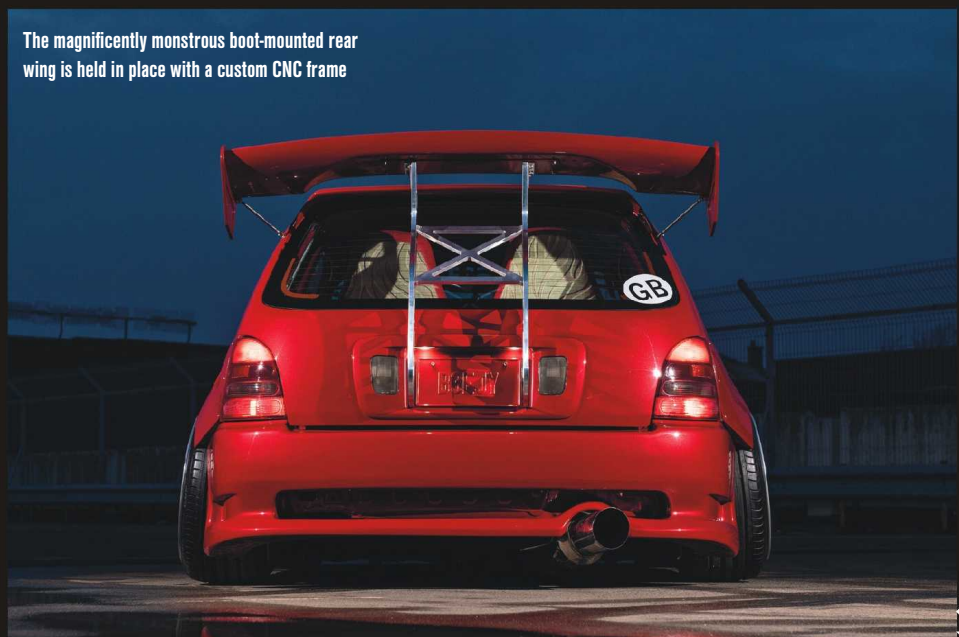
He'd already taken the formula further than most will dare to in this day and age. But for Bradley at least, there was still

plenty of room for improvement for what promptly became known as his 'Glanzair'.

It was back to the drawing board that winter, then, with another engine-out overhaul which this time saw him taking

the clean look under the bonnet to the extreme. "Bits like the ABS, power steering, air con and even the car's wiring loom are all gone," he grins, using clever tricks like routing cabling through the

The magnificently monstrous boot-mounted rear wing is held in place with a custom CNC frame





## COVER CAR

## EXTERNALLY EXTREME

Aside from the adapted CarbonMiata wide-arch kit that comfortably houses the 10-inch-wide splits tucked underneath, there are plenty of other touches on the car's smooth bodywork that help to further set it apart from the rest.

Check out that monstrous boot-mounted rear wing, for example; held in place with a comprehensive custom CNC frame that works its way up the rear of the car. There's also the Livesport/Jam body kit that, when finished up in that sumptuous Dodge Redline Pearl paintjob, helps to secure this car's legendary status once and for all.



## OWNER PROFILE:

**Name:** Bradley Jenkins

**Age:** 28

**Job?** I'm a mechanic

**Favourite mod?**

The seats, and CNC spoiler frame

**Hardest mod?**

The pedal box, it took three different systems and many months to get it right

**Dream car?**

I've never really liked big money cars. Anyone with money can buy them, whereas modified cars have to be done by the owner and are unique

**What's next?**

I'm not sure, I'll probably get it mapped and enjoy it



We can't get enough of these pews!





## BRADLEY JENKINS' TOYOTA GLANZA V



The interior includes a smoothed and painted dash

epic appearance these five-spokers give off, we think you'll agree it was all worth the effort!

We couldn't possibly wrap up the story without giving what is quite possibly the most lairy part of the entire project some attention, though: the interior. Eager to move as far from the basic, grey-cloth Japanese cabin as he possibly could, Bradley's pulled out all the stops here, the car now boasting four front reclining sporty pews in a 2+2 format, re-trimmed in red leatherette and complete with zebra-print centre panels – enough to make it stand out in any situation you could throw at it! It's topped off with that equally-as-custom, smoothed-out dashboard that utilises digital screens to carry out the tasks the more traditional dials used to.

front wheel chassis leg and even relocating the wiper motor to behind the dashboard in the name of cleanliness. And it's all resulted in a bay that seems to defy physics as far as a working car engine is concerned.

Now sporting a larger Precision turbo and other extremely clever tweaks like a stand-alone ECU and even an Audi-spec coil-on-plug ignition system (both helping to reduce clutter further), Bradley's previous dyno recording of 301bhp is more likely to read around the 350bhp

figure these days, although it's yet to be put on the rollers again in its current trim.

Another recent change comes in the form of rolling stock – with some seriously JDM SSR splits now taking pride of place under each of those capacious arches. Again, it was a job that didn't come without its headaches though, involving 5x114.3 hub conversions all-round to allow for wider rims to be spec'd up without sacrificing clearance for that air suspension system. Finished up with chrome faces and polished dishes, when you see the

### DRIVEABILITY? WHO NEEDS IT!

In his pursuit of the most extreme show car around, Bradley is the first to admit he's had to sacrifice most of the car's driveability and practicality along the way. "I've ruined it!" he laughs. "It's become a bit of a running joke between my mates."

Despite the majority of the driver aids being removed and a floor-scraping stance to deal with, he admits the car is still a blast to drive when you've got a big enough road to unleash the full grunt of



Samurai shifter



Bucket seats re-trimmed in red leatherette and gold/cream zebra-print centre panels





➔ that engine on, not that he does too many long-distance drives in the thing these days, understandably.

Although he's built one of the most serious modified rides currently on the show circuit, it's Bradley's refreshingly laid-back attitude that shines through the most during our time spent with him; his ability to appreciate both the huge positives and the negatives the car's brought with it allowing him to fully enjoy his hard work fully.

"It just seemed like the thing to do and has been a huge laugh along the way," he muses. "Some people don't appreciate various aspects of it now, but I don't care... I don't even like some of it myself!"

One thing is for certain, though – there's not much more that could be physically performed with this platform, leaving our happy owner here with the sole task of simply enjoying the fruits of all his labours. ■

## TECH SPEC: TOYOTA STARLET GLANZA V

### STYLING

Full re-spray in Dodge Redline Pearl Red; CarbonMiata wide-arch body kit adapted to fit; Livesport front bumper and side skirts; Jam rear bumper; Proto-CNC custom billet alloy rear spoiler frame; Starlet Remix rear lights; washer jets and lock barrels removed; ID-Workz reverse bonnet scoop; welded and smoothed engine bay; ABS, air con, power steering, brake servo, master cylinders and original wiring loom all removed; wiper motor relocated to inside car behind dashboard.

### TUNING

Fully-forged 1.3-litre 4E-FTE turbocharged DOHC 16v engine; Wossner forged pistons; Scat forged con rods; ARP head bolts; Athena MLS head gasket; red alloy alternator, crank and camshaft pulleys; Precision 5558 turbocharger with billet compressor wheel and anti-surge compressor housing; WEPR alloy inlet manifold; 70mm alloy B18 throttle body; Blitz Nür-Spec exhaust system; stubby Siemens Deka 630mm fuel injectors; polished fuel rail; WEPR stainless steel drag-spec exhaust manifold and downpipe; Blitz DSBC boost controller; Ford crank sensor; Vauxhall air and coolant temperature sensors; Audi coil packs; triple-core alloy radiator; Megasquirt MS2 ECU with custom hidden loom; factory five-speed manual gearbox; electronic speedo drive conversion; extended gear linkage arms; short-shift gearstick.

### CHASSIS

9.5x17in (front) and 10x17in (rear) SSR Professor SP1 split rims with chromed centres, polished lips and gold bolts; billet 5x114.3 hub flanges; air tank in rear footwell; pumps and valves in spare wheel well; extended wishbones and CV joint spacers; extended rear axle; modified stub axles; crossmember, crash bar and slam panel removed and replaced by one lower crossmember; polybush engine/gearbox mounts; driver's-side engine mount removed from inner arch and relocated to inside the chassis leg using Starlet gearbox mounting and alloy adapter mounting; Alfa Romeo Brembo callipers with 315mm Lexus discs (front); Mercedes ML Brembo callipers with 303mm Mazda CX-5 discs and original rear Starlet calliper for handbrake (rear); OBP floor-mounted pedal box.

### INTERIOR

Smoothed/painted dashboard and interior trims; 4x Glanza V reclining bucket seats re-trimmed in red leatherette and gold/cream zebra-print centre panels; universal speedo cluster; samurai sword handle-style gearknob.

### SHOUT

Crossways of Sneyd Green; Custom Paint Works; Bailey Performance; Elite Upholstery; Rakeway Engineering; Tuning Developments; Niphos Metal Finishing.





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**FAST**  
car  
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# THE FAST CAR PRODUCT AWARDS



Of the thousands of modifying products, which are the best of the best?

Forget the Oscars, The Grammys, MOBOS, Brits and, of course, the all-important MI Permit British Parking Awards. Because what we've got here is all you really need to see – the long-awaited return of the FC Product Awards!

That's right, over the last year we've been secretly sorting out what's what, having the odd 'heated disagreement' (You mean black eye – Jules) in the office, and seeking out the absolute best of the best from all over our little blue planet.

From hundreds of nominations, and even more that didn't make it that far, we've been brutal, whittling them down to the most elite products in each of their respective categories. And what we have left in the following pages are the modifying must-haves that not only stand out from the thousands of aftermarket items launched over the last 12 months, but the ones that smash the doors wide open, changing the car-tweaking universe forever more. Or something like that anyway.

So, without further ado, and in no particular order, the winners are...

Words: Midge

## FC Top 5

### Product of the Year:

Rotiform AeroDiscs

Price: £140

Contacts: [www.rotiform.com](http://www.rotiform.com)

[www.caraudiosecurity.com](http://www.caraudiosecurity.com)

There are many epic products in the wheel world, but every so often one comes along that's a bona fide game-changer. What's even more unusual than that though, is the odd occasion when the whole team actually agree on the sheer level of epicness that's on offer. And that's exactly the situation with Rotiform's stonking new AeroDiscs here.

With the ability to change the look of a whole car in seconds, these bolt-on 'turbo fan' style items are not only designed to fit safely and securely onto all 8.5x19-inch LAS-R and RSE wheels (using their unique Billet Hex Nut). But Rotiform have also packed their website with a load of free downloadable graphics packages, making them easily customisable in a multitude of different styles too.

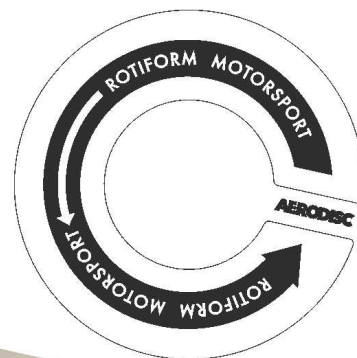
These are an unbeatable mix of desirability, street kudos and affordability.



01. MESH OUTLINE  
ROTIFORM AERODISC  
DOWNLOADABLE GRAPHICS



06. MOTORSPORT DIRECTIONAL  
ROTIFORM AERODISC  
DOWNLOADABLE GRAPHICS





## THE FAST CAR PRODUCT AWARDS

### FC Top 5

#### Best LSP of the Year: Auto Finesse Caramics

Price: £140 (Complete Protection Kit)

Contact: [www.autofinesse.co.uk](http://www.autofinesse.co.uk)

Here at FC we test a silly amount of detailing consumables every year. In fact, the vast majority don't even make it into the mag – not because they're rubbish, but because being extremely good just isn't enough to stand out in a such a tough market. The Auto Finesse Caramics system doesn't have that problem. It may have only been out for a month or two, but it's hands down the best LSP (last stage product) we've tested for a long, long time. A huge statement, granted, but it's all for one reason: this stuff makes the usually complex world of professional ceramic coatings available to everyone, both in terms of price and ease of application.

It's a simple concept, sure, but it's one that's far from simple to pull off!

AWARDS 2018  
**TOP 5  
WINNERS**



#### Best New Wheels: Bola FLA

Price: from £995 (set)

Contact: [www.bolawheels.co.uk](http://www.bolawheels.co.uk)

There's much more to these 19-inchers than an impeccably stylish, old skool-inspired 'twist' design. They are in fact, the first of a trio of Flow Forged wheels that make up the brand-new Bola FL Series. The Flow Forging process makes these much lighter than the cast equivalents, just 9.9kg each at their maximum offset. They also take advantage of Bola's unique 'PCD Pocket' system (which probably deserves an award in itself), meaning they can be custom machined to any 5-stud PCD between 5x98 and 5x130. Super-lightweight, four stunning finishes and fitments for 99-percent of vehicles on the road. These really have got the lot!



#### Best Detailing Accessory:

WORX Hydroshot

Price: From £79

Contact: [www.worx.com](http://www.worx.com)

A truly portable, Li-Ion-powered pressure washer? What can be better than that? When it comes to the show season, or any other situation where bootspace and water supply is limited, we can't think of anything!

We were mightily impressed with the launch of this 22bar, 20v cleaning marvel back in the summer, and you know what? We still are. Quick, easy and probably the most useful detailing tool we've tested for years.





### Best New Chassis Product:

ABP Air Struts

Price: From £1995

Contact: [www.plush-automotive.com](http://www.plush-automotive.com)

What do you get when one of the world's biggest suspension firms teams up with one of the UK's premier air-ride installers, just to design a whole new range of air ride components? You get ABP Suspension... and a touch of TUV-approved magic!

Chassis wizardry comes as standard with these. But what's even more important is that all their direct-fit performance struts are designed and developed here in the UK on our own right-hand-drive, Euro-spec motors. That's what makes them serious contenders, and the ones to watch in 2019.



### Best New Detailing Product:

Meguiar's Ultimate All Wheel Cleaner

Price: £16

Contact: [www.meguiars.co.uk](http://www.meguiars.co.uk)

Decent wheel cleaners are a dime a dozen but, in the age-old battle of posh hoops vs crappy British weather, finding the very best is the goal for the discerning detailing buff. Luckily we've done the hard work for you! Meguiar's new deep-cleaning active gel may be their most powerful cleaner to date, but it's also an acid-free formula that's safe for use on any wheel finish. Dissolve your brake dust into a purple goop, turn your road grime brown and then rinse it off quickly and easily with this spanking new addition to their range. No nonsense stuff.



### Best Detailing Restoration Product: GTechniq C4 Permanent Trim Restorer

Price: From £23

Contact: [www.gtechniq.com](http://www.gtechniq.com)

You don't have to be a scientist to respect the mind-boggling chemical artistry that went into developing this amazing little product. Designed to restore and protect exterior trim for up to two years, this C4 stuff utilises covalent bonding to swap part of its molecular structure with the surface molecules to become an extension of the plastic. What does all this mean? Christ only knows. But we found it does the job better than anything else!



## FC Top 5

### Entry-Level Product of the Year:

Air Lift Performance 3S Kits

Price: from £599

Contacts: [www.airliftperformance.com](http://www.airliftperformance.com)

[www.caraudiosecurity.com](http://www.caraudiosecurity.com)

There's no getting away from it, air ride setups usually don't come cheap, especially if you're looking for ease of installation and the most accurate pressure control. These 3S kits however, turned that concept right on its head over the summer by offering a manual, stand-alone, integrated-valve manifold, for far less than any other digital management system on the market.

What's also pretty damn spesh here, is that these can be used with different digital controllers and switch boxes, or be 'controller-less' via their app. A very welcome idea that's well executed, and well-priced.

AWARDS 2018  
**TOP 5  
WINNERS**







Made for  
iPhone

Smartphone  
Compatible

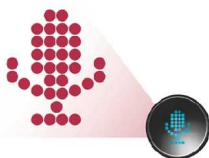
Bluetooth®

USB

SPH-10BT

## Discover Smarter Driving

Pioneer's SPH-10BT smartphone receiver is designed to let you use the features of your smartphone, safely, quickly and directly. Control music, navigation and communications as well as a range of display and audio settings with ease, thanks to dedicated hard keys and voice control. Simply connect your smartphone, pair the free Pioneer Smart Sync app, and start to enjoy a smarter, connected driving experience.



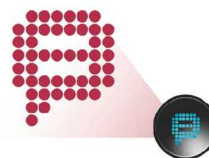
### One Touch Access

We designed Pioneer Smart Sync to provide easy one-touch access to operations that make it easier for you to play music, start a navigation app, have your messages read, and respond to phone calls.



### Navigation

Pioneer Smart Sync offers one-touch access to your most frequently used navigation app, making it easier for you to plot your trip to your destination.



### Messaging

Once you've connected your messaging app to Pioneer Smart Sync, you can always have your messages read out with the touch of a button.



### Hands-Free Calling

With Pioneer Smart Sync, all it takes is one button to instantly respond to incoming calls. With Phone Key, you can even access your phone's address book with the touch of a button, making it easier to make calls.

## Safety features.

Feeling safe is a key part of a fun drive. You can operate the Pioneer Smart Sync app simply with your voice, allowing you to pay full attention to the road while starting navigation, playing music, or opening your phone's address book.



## Optional parking sensors.

The SPH-10BT can be equipped with optional rear parking sensors. When your car is closing in on a certain object, you have audio and visual alerts on your SPH-10BT unit.

ND-PS1\*



\*Sold separately.

Pioneer Smart Sync





## FC Top 5

### Chassis Product of The Year:

#### EBC Balanced Brake Kits

Price: From £1395

Contact: [www.ebcbrakes.com](http://www.ebcbrakes.com)

We think we're correct in saying no one can rival the amount of performance discs and pads produced by the guys at EBC. Their fitment list is simply unbelievable. In fact, it kind of makes you proud to be British – our manufacturing industry is very much alive and well! Aside from their awesome direct-replacement parts though, their Balanced Brake Kits are an entirely different animal. What's unique is that rather than just offering a massive BBK to get your nose down sharpish, they look at the bigger picture... the bigger picture being getting all your anchors working harmoniously.

These new kits, which only became available in 2018, offer a set of their newly-realised Apollo multi-pot callipers, along with 300-380 two-piece rotors for the front, but crucially they include a set of performance discs, pads and braided lines for the rear too. It all adds up to totally stability, and a kit specifically engineered to be like nothing else on the market. Wonderful!



### Best Entry-level Wheel Brand: AutoStar Wheels

Price: from £340 (set)

Contact: [www.autostarwheels.co.uk](http://www.autostarwheels.co.uk)

They may have launched more new wheels than just about anyone else over the last 12 months, but what tips each and every one right over the edge has to be the exceptional quality offered at rock-bottom prices. We're not sure how AutoStar even make a profit, especially as all their wheels are JWL-tested to VIA standards.

What we also like is that budget prices clearly doesn't mean budget design. Their wheels are not only stunning with regards to the faces and finish options, but many are cleverly designed to incorporate features like a flush face or special 'Zero Lip' giving the optical illusion of a much wider appearance, all without the need for stretched rubber.

Available in a specially selected range of staggered 15-19-inch diameters, they're all winners in their own right, but as a collection they're unbeatable.



### Best Tuning Package:

#### Revo Performance and Power Packages

Price: From £POA (VAG TSI Performance Pack)

Contact: [www.onlyrevo.com](http://www.onlyrevo.com)

The thing we love about Revo's new packages is that they offer both the hardware and software needed to make life easy when it comes to tuning your street or track monster. What we've got here are genuine turn-key solutions with every component being designed and tested in-house to work together as a bundle. What's more, these can be installed by over 400 dealers around the UK, meaning you're never all that far away from serious power!

Take their new VAG TSI packages as a prime example. The specially engineered Performance Pack includes a Carbon Series Intake, intercooler, ECU and transmission software and a whole host of other pipe upgrades to net you 400-odd horses. Add the power pack, with its stonking IS38ETR Turbo and all the necessary fuelling upgrades, and you'll be putting out over 500! The easy way to get time-warping grunt.





## THE FAST CAR PRODUCT AWARDS

### FC Top 5

#### Audio Product of The Year:

VIBE Optisound Powerbox Micro Amplifiers

Price: From £85

Contact: [www.vibeaudio.co.uk](http://www.vibeaudio.co.uk)

If there was an award for the smallest amps that can still blow the bloody doors off, then these powerful little numbers would have to get that too! There's no doubt it's something of an art form shrinking down top-flight tech to such a weenie size, especially at this price point. But VIBE have managed the impossible by creating a duo of lightweight amplifiers that just have to be seen (And heard – Jules) to be believed.

Small in stature, but packed with clever features, their 400Watt (RMS) monoblock and 260Watts (RMS) full-range 4-channel amp are perfect for easy OEM integration, hiding away under the dash where space is an issue, or simply keeping the weight down in any high-performance weapon.

Never mind a riot, we predict the start of a new audio revolution!

AWARDS 2018  
**TOP 5  
WINNERS**



#### Best New Headunit:

Pioneer SPH-10BT Smartphone Receiver

Price: £120

Contact: [www.pioneer-car.eu/uk](http://www.pioneer-car.eu/uk)

Considering we carry our entire music collection in our pocket nowadays, smartphone connectivity is everything in the car audio world. But, while plenty of wallet-friendly singleDIN headunits offer features like Bluetooth audio streaming or a USB input, this is the first that actually utilises your smartphone screen to its full potential as an integral part of the system. Essentially transforming the grand's worth of hardware you've already got into a 'flip-out-style' interface ready for music play-back, hands-free calling and, most importantly, navigation and traffic info. They don't come any cleverer... or any better designed for that matter.



#### Best SQ Speakers:

JL Audio C7 Speakers

Price: From £200 (each tweeter)

Contact: [www.jlaudio.co.uk](http://www.jlaudio.co.uk)

Apparently it took JL Audio 10 different prototypes before they were happy to put these completely scratch-built speakers out to the world's audiophiles. In fact, for such a high-end brand – one that's always been associated with the finest SQ speakers out there – to shout about the fact that these are the best components they've ever made. That really does say it all.

Super high-end, specifically designed to work with any uber-quality DSP and featuring a whole host of unique details to push them to the next level of sound reproduction, what you're getting here is absolutely no technical compromises. A rare and beautiful thing.





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Words: **Joe Partridge** Photography: **Ade Brannan**

# Shapeshifter

When Stuart Coull started this Edition 30 project, he was chasing big power with pioneering chassis upgrades. As time wore on, he shifted his affections to the show and shine scene. Now his Candy White Golf offers the best of both worlds...

## **"The perfection I require doesn't exist."**

It's a bold mission statement from Stuart Coull. And it goes a long way in explaining the flawless nature of the Candy White Golf he's proudly standing beside, grinning like a happy loon among the splendid things he's created. He's like Willy Wonka, except without the inherent evil or troubling moral values.

There are a lot of bagged Golfs on the scene today, but it's immediately obvious Stuart's fastidious build is a cut above the rest. While many cars on the showground follow the simple formula of bags-rims-done, this fella's paid incredible attention to every single detail of the car, ensuring the performance matches the finish and the handling matches the performance.

What's most interesting is his evolving focus: having bought the Golf bog-

standard with no intention of modifying it, he accidentally found himself going hell-for-leather with the performance upgrades, before then turning his attention to ensuring that it makes for a startling showpiece. This isn't just any old Golf. This is a work of art. So where did all this VAG enthusiasm stem from?

"My first car – it was rubbish," he laughs. "A Polo Match. It was completely terrible in almost every way; even when I was trying to sell the cursed thing the window fell inside the door while the guy was walking round it, which had never happened before."

However, thanks to the influence of his brother's Mk1 Golf project, Stuart was a Wolfsburg man from the get-go, and his second car – a Lupo GTI – is what really ignited the passion. "It was slammed on

KW V3 coilovers and Porsche twists," he recalls. "I still wish I'd never sold that thing. I adored it. It cornered like no other car I have ever driven in my life. I guess this was where I really fell in love with that GTI feeling."

## **TURNING 30**

Fast forward to 2011 and, with the GTI love growing inside him, Stuart levelled-up at a local dealership in Aberdeenshire. There was a mint-condition and totally standard Mk5 Golf GTI Edition 30 sitting on the forecourt, just calling out to him. The Edition 30 is a particularly alluring variant to GTI aficionados, as it offers such treats as unique seats in Vienna leather and Interlagos tartan, a more pronounced front splitter, colour-coded skirts and rear bumper, tinted taillights and, crucially, an extra 30bhp over the stock GTI – supposedly making it quicker point-to-point than an R32.

With these specs hopping up and down before him like kids on Smarties, the man just couldn't say no. In the twinkling of an eye, Stuart's name was on the V5 and Edition 30 number 0020 was his.

"I fully intended to keep it standard," he says (yep, we've heard that one before!). "But I had just started working overseas in a country where walking down the street wasn't exactly safe, and boredom soon set in. I started buying parts and reading up on forums about what other people had done to their Mk5s. It was around then that I stumbled across JBS Auto Designs online – they're big turbo specialist based in Chesterfield, England, and basically the gurus of building and tuning crazy engines."









## HOT RIDE



With his Spidey senses tingling and these new car friends squarely in his crosshairs, Stuart started firing emails enquiring about parts, fitting and performance. In no time, he was diving headfirst into the crystal-clear waters of big-power modifying. He didn't mean to, but the world's just like that, isn't it?

"Before I knew it, I was organising for the car to be picked up from my home address and transported down to JBS for a full-on build," he grins. "The aim was to create something that would pack a punch and still have OEM reliability and build quality. At the time, Loba Motorsport had just finished developing their LO400 hybrid turbo, and I immediately took an interest in it as 400bhp+ from a plug-and-play turbocharger was unheard of at that time. So my #0020 was to be the first car in the UK to have this turbo fitted."

### FORGE-ING AHEAD

Naturally there's a bit more to squeezing over 400 ponies out of a TFSI than bolting on a sodding great snail and watching what happens. Stuart's next move was to have a chat with Forge about mixing a few choice mods from their stellar catalogue, before basically just buying everything

from them and carting it back to the garage in a massive wheelbarrow. We're looking at the carbon fibre Forge Twintake system, dump valve, oil and water caps, Twintercooler, silicone coolant hoses, catch tank, all sorts, taking care of the belt-and-braces to keep this mental Golf ticking.

There were plenty of other bits and bobs appearing at this time too, because when Stuart goes shopping for car parts it's like Imelda Marcos buying shoes. He just has to keep going and going until there's nothing left for anyone else. A Wavetrac LSD upgrade was a no-brainer, given all of the extra power he was planning to shove through the tortured front rubber, and the transmission was additionally bolstered by JBS's proprietary seven-disc Stage 2 racing clutches for

the DSG 'box. Everything underneath was thoroughly polybushed, the stock suspension was junked for a KW V3 setup in tribute to his old Lupo, the engine received forged rods from Integrated Engineering and a lovely shouty Milltek decat system. And, of course, there was the addition of the water-methanol injection system.

This makes for an excellent pub boast. The science of it is to reduce inlet temperatures by up to a 100°C, markedly increasing fuel efficiency, eliminating detonation, and ultimately increasing peak power by around 20 percent. Which is all good fun. It basically achieves this by squirting a finely atomised mist of water-methanol into the combustion chambers at just the right time in the fuelling cycle for tiny rabbits to be pulled out of hats and all manner of fireworks to go off.

"We did, however, shear the balancing shafts," he grimaces. "Twitchy bum moment! But it was fixed in a few days by doing a 1.8T oil pump conversion. And with it all up and running, it felt amazing to drive. The car had been totally transformed, and after they'd fiddled about with the DSG software and added their custom code mapping, the Golf made 417bhp and 451lb.ft on the dyno."





## OWNER PROFILE:

**Name:** Stuart Coull

**Occupation:** QC Inspector

**First car:** VW Polo Match

**Favourite car:** Would have to be the Edition 30!

**Favourite modification to your car:** Possibly the custom seats – these get admired so much

**Favourite show/event:** Cleanfest - it's on a par with FittedUK

**Track day or show and shine?** I'd do show and shine all day long.

**Lessons learned from this project:** Keep standard brakes. Brakes ruin all fitment plans, and who even needs them anyway?!

**What's next?** I've got a few things in motion to be ready for Dubshed X. I aim to have Optimus Automotive Trimmers involved – the interior is bugging me immensely



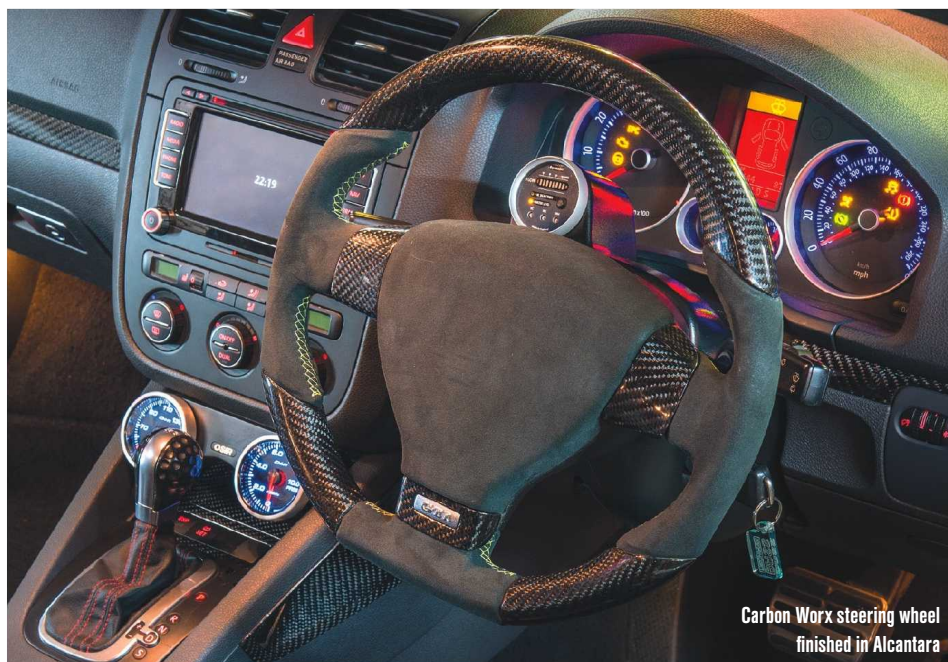
A water-methanol injection system helps increase peak power by around 20 percent



“I aimed to make something that'd pack a punch, but with OEM build quality”



## HOT RIDE



Carbon Worx steering wheel finished in Alcantara

➔ Startling figures. Of course, Stuart was far from finished. His pursuit of perfection had increasingly been drawing his eye to the GTI's bodywork.

### PERFECT PAINT

"I'm such a perfectionist, my mates are constantly winding me up about it," he laughs. "I needed to find someone who could carry out a full respray to my exacting standards. James at JBS knew this and recommended JH PRO Paint. Jon at PRO Paint has a stellar reputation for show-and-shine winning, and never produces anything but the highest quality of paint jobs."

Stuart's choice of colour is interesting too. The Edition 30 was available in Black, Tornado Red, Candy White, Reflex Silver, Steel Grey, and Diamond Black Pearl. While Stuart's car was in such perfect condition when he bought it that he couldn't pass it up, the original Tornado Red just didn't flick his switch. So the colour it wears now is another bona fide Edition 30 shade: Candy White.

"In the past few years I've drifted away from pushing more power out of the engine, and towards attending show-and-shine competitions to show off that paint," he continues. "Although the car was painted six years ago, it has become an obsession for me keeping it mint. Again, total perfectionist!"

Getting carried away with that show look, it now sits on a totally custom set of 19-inch forged Radi8 R8CM9 3-piece split wheels from America, the only set in the

UK, and the KWs were swapped for Air Lift struts and bags with 3H management.

### TAKING A BRAKE

"And then of course there's the brakes, the stupid brakes..." Those yellow Lamborghini callipers you see peeping out at the front represent the perfect fusion

of Stuart's project transition, providing the stopping gumption required by the huge horsepower, and the on-point aesthetics of the showground. But they were a total pain in the arse.

"These Brembo 18Z callipers have had the faces machined off, calliper offset, and basically I cannot ever fit new pads again if I want to keep these wheels on and tuck them under the front arches," he winces. "Thoroughly testing them to make sure they were safe after machining was a total nightmare too. They look good though!"

The final flourish was to revamp the interior, with a half-cage colour-coded to those mercurial callipers, a full boot build, and a set of truly special front seats. They're fixed Recaro SPA race buckets which have been trimmed in the correct leather and Interlagos tartan, and they look utterly divine. And no, you can't buy these off the shelf.

"People say I'm crazy all the time, but the car seems to get admired a lot, which makes it all worth it, I guess," muses Stuart. That's essentially the point – he's obsessive about quality and has more than earned the right to soak up the love for his outstanding build. Sure, there are a few bagged Golfs on the scene. But none of them are like this. It's Stuart's own particular vision of perfection. ■



Boot retrimmed in OEM+ charcoal carpet plus 38mm steel half-cage



## TECH SPEC: VW GOLF

### Styling

Full engine-out respray in Candy White; custom wide front wings; smoothed tailgate; smoothed bonnet notch; smooth front grille painted Daytona Grey; carbon fibre rear valance; carbon wing mirrors; 5% rear privacy glass, R32 Xenon headlight upgrade; Kill All Wipers rear wiper delete; colour-coded TRC front splitter.

### Tuning

2.0-litre TFSI; Loba Motorsports LO400 turbo; HFS-3 Aquamist water-methanol injection; BP Racing turbo discharge pipe; carbon fibre Forge Twintake system; Forge dump valve; Forge oil and water caps; Forge Twintercooler; Forge silicone coolant hoses; Forge catch tank; RS4 fuel valve; JBS high-pressure fuel pump; JBS DSG software upgrade; JBS custom-code Stage 3 mapping; JBS fuel mapping; Integrated Engineering forged conrods; 1.8T oil pump conversion; balance shaft delete; full Milltek 3in turbo-back decat exhaust with R32-style exit; carbon fibre engine cover; JBS 7-disc Stage 2 DSG racing clutches; Wavetrac LSD; 417bhp, 451lb.ft.

### Chassis

19in Radi8 R8CM9 3-piece forged wheels imported from USA (only set in UK) – faces in Bengal White, high-polished stainless step-up dishes, chrome hardware; 215/35 Kumho KU39 tyres; Lamborghini Gallardo front brake upgrade with yellow callipers – highly modified for wheel fitment; yellow R32 rear brake upgrade; Superpro polybushes; Whiteline ARBs; Air Lift Performance bags and struts with 3H management; Slam rear dampers.

### Interior

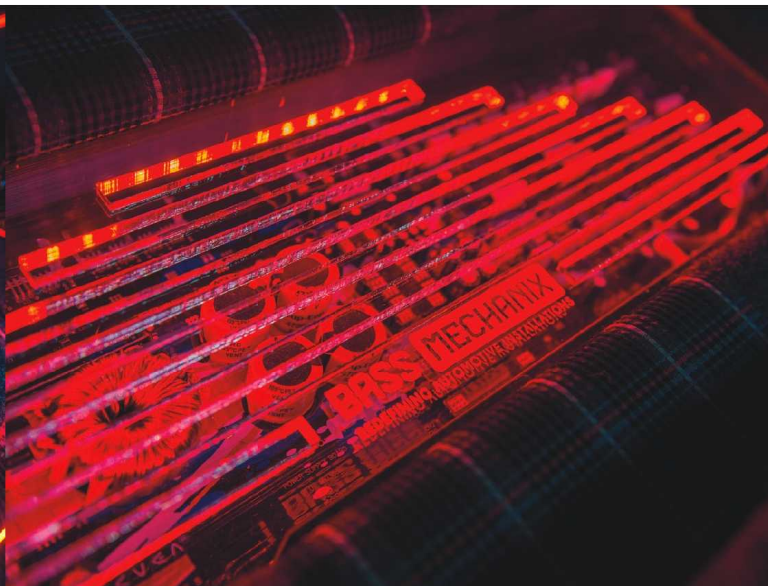
Custom leather/Interlagos tartan-trimmed Recaro SPA race seats; integrated Defi gauges with Osir pods; integrated Aquamist WMI flow gauge; RNS510 headunit/audio upgrade; custom Carbon Worx carbon-fibre steering wheel – finished in Alcantara by Optimus Automotive Trimmers; carbon centre console ashtray and inserts; carbon dash and door trim; boot retrimmed in OEM+ charcoal carpet, 38mm steel half-cage.

### THE BOOT BUILD

Lift up that smoothed tailgate and you'll find an amazing custom boot build beaming back at you. "This is where Monty at Bassmechanix comes into play," says Stuart. "I contacted him about an idea I had and it kind of just started happening! Vibe Audio sent me some goodies and we began putting together something that was unique. Monty took my idea and added his own personal touches." The build consists of a very rare bottle of Aberlour A'Bunadh Limited Edition whisky (sterling silver label, bottle no.374), surrounded by a Vibe Audio CVEN speaker setup with two 12-inch subs. It features Interlagos Edition 30 tartan to match the custom front seats, and the two one-gallon tanks are often confused with being part of the air-ride system – they're actually the methanol injection tanks! There's another carbon tank hidden behind the seats for the air. "The craftsmanship is second to none," Stuart enthuses.



Aberlour A'Bunadh Limited Edition whisky (sterling silver label)

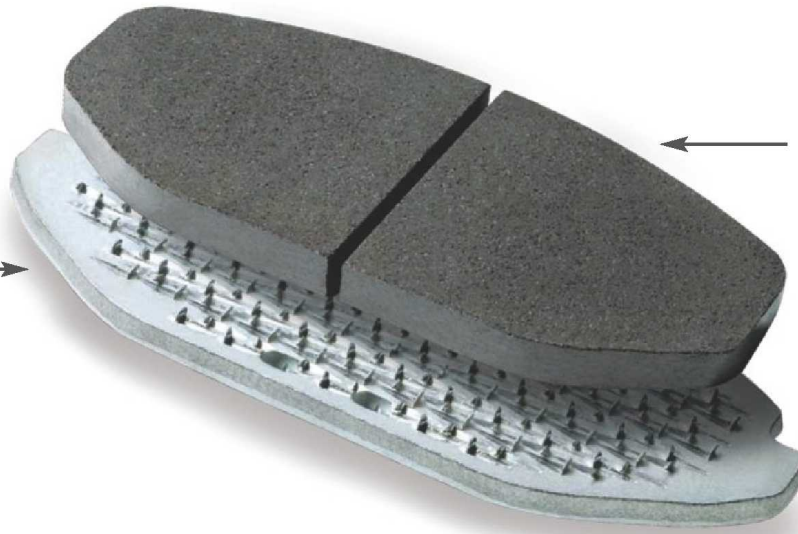




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# Car Photography Guide

**There's no two ways about it, car photography can be a tricky business.** Where to shoot, what techniques to use and how to make the best of often less than ideal situations all can add up to leaving you wondering why your photos look more like something from the classifieds than a magazine front cover.

Thankfully though, it's something you can improve on easily with some pointers, and the beauty of it is, you probably already have a car, a location can be almost anywhere, and we're pretty sure you have something to take photos with, even if it's

just a phone! Unlike mastering the likes of portrait or wildlife photography, your subject won't talk back or wander off. Your car will just patiently sit there until you've mastered your technique. Plus at the end of it you should have some cracking pics of your beloved motor.

This guide is aimed at the keen amateur who wants to create images akin to what's published in this mag. So let's fire up your ride, find a spot, and get the camera out.

Words: & Photography: Ade Brannan



## PHOTOGRAPHER PROFILE

Ade Brannan, a lifelong modified car nut (and owner of too many), has been shooting for Fast Car and its sister magazines since 2006. Since learning alongside his photographer father and then studying at the Glasgow School of Art, Ade has forged an enviable career as an automotive photographer, a job that sees him travel all over Europe shooting some of the finest cars in the scene. Visit his website at [www.ABcarpix.com](http://www.ABcarpix.com).





## PHOTOGRAPHY GUIDE

### PREPARE THE CAR

No point in shooting stunning photos if your subject matter isn't up to scratch! Instant detailer and a clean cloth can work wonders, and is often very much needed after even a short journey to your location. Also look out for unwanted details before starting. Air fresheners hanging, old tax disc holders, junk in door pockets, scabby old floor mats. Stuff like this is all easily removed and makes your images far more professional looking.



Obvious landmarks can look great, but they can also overshadow the car and make a shoot look samey, due to limited variation of the background options.



### ALLOW TIME

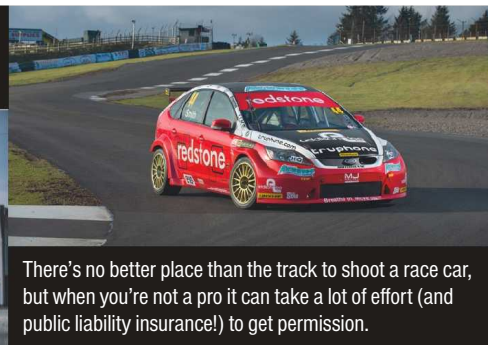
A photo shoot is a time consuming activity, especially if you're trying to learn the basics as you go along. Not only do you need to allow enough time to capture all the photos, but you'll need to consider whether the location you've picked is going to provide you with enough time to shoot without you being forced to move. Avoid areas likely to be plagued by traffic, and don't forget to ask permission if pitching up on private land. Setting up in the wrong place will often have the police or a security guard turning up. Not ideal if you get asked to move on when you've only got half your shots!



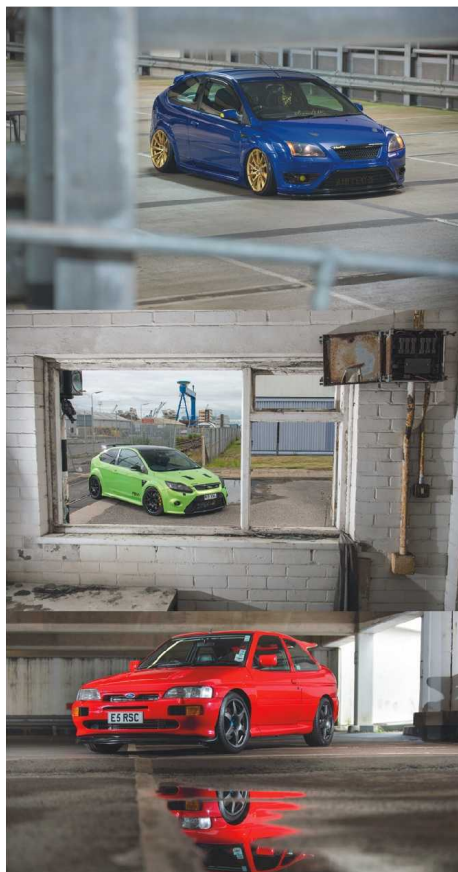
### LOCATION

A good location is crucial. But you don't have to park in front of a stately home. Think about the type of car you have and its history. Obvious landmarks can look good, but they often overshadow the car. Does an area of outstanding natural beauty make sense for a backdrop? Quite often not. A gritty, urban scene is often likely to be more appropriate for a serious road car. Likewise, shooting a race car in its natural habitat (at the track) makes a lot of sense. When you're not a pro, the likes of racetracks and so on can be tricky to access, so if you are stuck with an everyday location like a car park you'll need to be resourceful. Try and make use of pillars or white lines in an interesting composition, or use short depth of field to blur the background away, or go in tight and make it all about the car. Just try and make it anything but a car that looks like it's on the weekly shopping trip!

Sometimes the dingiest most unlikely locations can work out to be great locations and add a hard-edged slice of character to your car's shoot.



There's no better place than the track to shoot a race car, but when you're not a pro it can take a lot of effort (and public liability insurance!) to get permission.



### COMPOSITION

The rule of thirds may be as old as the camera itself but it's a well-used formula for a good reason. Having your subject close to the edges of the frame generally looks visually uncomfortable, besides, your lens edges are danger zones for distortion! Adding depth to your images by mixing in some foreground elements to shape the composition can lead the viewer's eye to where you want it to go. Plonking the car dead central in a simple shot can have impact, but to make continually interesting and varied shots, genuinely imaginative compositions are invaluable. Some may see it as a faux pas, but even experiment with tilting your camera a few degrees instead of shooting in exactly landscape or portrait format. Think about how the front wheels of the car are positioned. Add a bit of lock (but not full lock) to ensure the viewer sees more of the visible front rim face. Doing so will make the car look more dynamic, it'll show off the wheels and ensure you don't end up with more tyre than alloy.



### EXTRA TIP

If you're shooting a car square on, be it front, back or side, make sure it actually is square on. Check what you can see of each wheel on the inside, distances between mirrors and the body and so on. A quick visual measure up can help save your shot from looking a bit sloppy.



Dusk mixed with background artificial light and off camera strobes can be a tricky mixture of light to juggle, but the results can be very rewarding.



### LIGHTING

Being a three dimensional object, a car can be quite tricky to light. Shooting in flat, overcast daylight is easy, but what about when the light is stronger, or you want to give the car more shape? Having another driver slowly manoeuvre the car into position can let you see just what angle shows each side at its best. Practise by having someone drive around you and watch how the light and shadows change on the car. A continuation from this involves reflectors and/or off camera lighting so you can modify the final lighting outcome infinitely. Additional lighting can be used in all situations, even when perfectly sunny to boost areas that are shaded. It comes into its own when capturing otherwise impossible shots like a sunset behind a car which is shrouded in darkness. The main thing to watch for with external lighting is harsh reflections/hotspots. Little sparkly spots can look nice, but huge white blown-out areas just show up paint swirls and look altogether awkward. Repositioning or even bouncing the light off a nearby surface can eliminate hotspots.



Photos such as this, where the car is completely in darkness and the fading sky is to be used as a background, simply cannot be done without some form of additional light on the subject.



Long exposures that capture a passing car's light trail often turn into a bonus element in a night shoot.



Looking for novel angles can often lead to finding out extra details about the car, like an immaculate underside for example.

### MIX IT UP!

Vary things. Don't just stand over a car getting the same old eye level front three-quarter angle. Get down low, climb up high, shoot from far away and zoom in, shoot close and wide. Make use of live view on your camera when positioning it in places which make it difficult for you to get an eye behind the viewfinder. Also don't be scared to add in some random elements from the owner's life or the location, too.



### SHOOT STEADY

A good sturdy stance when hand holding your camera is essential. Grip the body and the lens confidently, and even rest it on your shoulder for extra avoidance of camera shake. When using longer exposures a tripod is essential, but you can always improvise with literally anything in the short term if you want an awkward angle or just don't have a tripod with you! Just be sure to zoom in and check your image right away afterwards for sharpness.





## PHOTOGRAPHY GUIDE



Long lenses are generally quite flattering and compress perspectives, making a car look long in side profile or muscular when forward facing.

### LENSES

Different lenses, or even just the opposite ends of a zoom lens, can hugely change your car photography. Wide lenses are great for interiors, engine bays and imposing static and car to car action shots. A long lens on the other hand is great for taking a step back and showing the car's lines clearly, and for selective detail shots. Also if you can afford it, lenses with wide apertures for short depth of field can give superb effects and open up a whole new world of hand held low light options. Zooms are the norm these days, but fixed 'prime' lenses are often favoured by pros. Less distortion and wider apertures are the two main advantages. Plus they will often be cheaper too. A classic 50mm f1.8 lens can be bought for around £100, is very compact and gives the same (or better) performance than that of a pro zoom in a similar focal length. Plus a prime lens can be especially good when learning composition skills, as it really makes you work for your results. No lazy adjusting of the zoom with these!

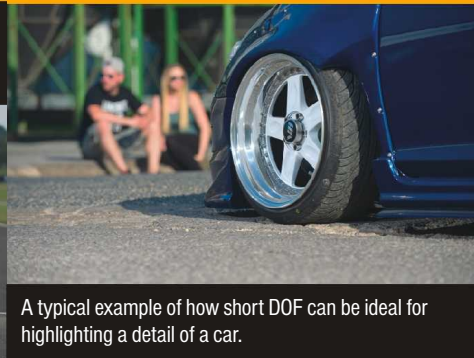


Wide lenses cram more into the frame and can give you a dramatic distorted look.

### SHORT DEPTH OF FIELD

When using short depth of field, use it appropriately. Opening your lens up to f2.8 or even wider can look superb, and it's the trendy thing to do, but use the effect wisely. On a front three-quarter shot you may want to use as a large print, there's nothing worse than the majority of the car from the front wing back being a huge blur! To combat this, angle the car so one side dominates the image more. This way you can still shoot 'wide open' and keep the whole car sharp

In this short DOF shot, the whole car is still sharp, yet the background is blurred, as the angle still has the whole car in the focal plane.



A typical example of how short DOF can be ideal for highlighting a detail of a car.



### OWNER SHOTS

Including the car's owner can add a lot of personality to your shoot. From a simple shot of them standing beside their car right through to them driving, working on or just getting in their car, the extra element gives a real extra challenge. The location being somewhere relevant to them and the composition equally sharing focus between the car and owner makes this a 'next level' stage to work to.



### WEATHER

There's nothing worse than trying to shoot a car whilst it's chucking it down, but sometimes just after the chaos can be the most interesting time to shoot. Rain-droplets, snow on the ground and dramatic skies can all make for a stunning photo shoot. Just remember you may have to work fast before it all starts up again!



### DETAILS

Be aware of details. Nobody wants a nicely lit and composed shot of an awesome alloy wheel with the centre cap logo upside down or a dollop of mud on a tyre! Also cars can so often be like huge mirrors with reflections everywhere, so be aware of angles to avoid random clutter and even yourself holding the camera. Shooting details from far away with a telephoto lens can often reduce this possibility.



### MULTIPLE CARS

Getting yours and a mate's car together? Don't just do the obvious and put them nose to nose. It makes for a very small area of the frame actually used, and it just looks like the aftermath of a very undramatic crash! Get a couple of toy cars and play with different positions, then move on to shuffling the real ones around and get some more interesting positions on the go. Have them pointing different ways and at different angles. Get up high and see one car's engine and the other's interior in the background. The options are endless.





## INTERIORS AND ENGINE BAYS

These areas can be quite tricky at first. The darkness and detail means you want to utilise as much soft light as possible. So using the shade or diffused flashlight can often be best. Light-painting with an LED can also work wonders for these shots. Mainly avoid harsh direct sunlight as the shadows can be extremely strong and make a balanced shot near impossible to realise. Also when you're in these areas remember they are perfect for grabbing detail shots of any interesting parts too. Also some engine bays can look great with some lighting placed below, especially tucked and old school ones.



## ACTION SHOTS



### PANNING

'Panning' is basically snapping a passing car from the roadside. Top tip is to get as far back from the road as possible and focus on a single point of the car as it passes whilst firing off multiple shots. With some experimentation with shutter speeds and practise keeping things smooth, you'll be doing these in no time.



### CAR TO CAR

This often gives the most dramatic and authentic looking results. There's nothing quite like hanging out a window, door or tailgate whilst shooting a car a couple of feet away. The main issues here are safety! Get a seatbelt around yourself and wrap the camera's strap around yourself too. Also make sure the drivers are paying full attention for any potential hazards. Image wise it's mostly about trying to keep things steady. So practise how you support the camera and go as slow as you dare with shutter speeds.



### RIG SHOTS

The most complex action shot is that captured on a rig. A rig is basically a large pole attached to the car (with suckers) with the camera at the other end. With a long exposure of often 10 seconds or more the car will be sharp but the background super blurry. The average speed these shots are taken at is walking pace, so you'll need a helper to push the car, just make sure he/she is ducking out the way. Also make sure the engine is turned off to reduce vibration. All this fakery can look superb once you've completed the shot. Just remember there's the task of editing out the rig – so position it wisely.



### EXTRAS

There's a bonus fourth type of action shot, and that's hooliganism! Some owners may well be up for some tyre smoking shenanigans, and this has the possibility for the most spectacular shots, but it's also the easiest to go wrong! Keep your distance, expect the unexpected and always do these shots at the end of the shoot as mechanical or driver failures happen far too often.



## CAMERA TYPES

### DSLR (digital single-lens reflex)

The industry standard. Infinite lens options, ultimate ergonomics, best for speed and user control.

### Bridge

Also known as a super zoom. They're a dying breed as they are basically limited DSLRs without the option of interchangeable lenses.

### Mirrorless

Quality often as good as a DSLR, compact size, interchangeable lenses. Downsides are usually speed of processing and accessing controls. Plus the obvious lack of an optical viewfinder.

### Compact

Entry level compacts are being replaced by phones, but high end compacts have their place due to their dimensions, optical zooms and functions on a par with 'proper' cameras.

### Smartphone

The one everyone has! Many have excellent abilities considering their compromised bodies, but their lack of physical controls, optical zoom and tiny sensors limit matters. However being able to upload online instantly is a major plus point.

## TERMS

### Tracking shot

Panning the camera as a car passes with the aim of blurring only the background.

### Car to car

Hanging out one car and shooting another. Risky but often rewarding!

### Rig shot

A contraption usually applied with suckers to the car for the purpose of long exposure motion shots, which make the car look like it's going a lot faster than it really is.

### Short depth of field

Throwing the background and foreground out of focus to make the subject more prominent.

### Light painting

Lighting up the car with a hand-held light source while the camera is on a long exposure, 'adding up' all the light for a fully lit image.



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New gear from the big wide world of car culture... **FRESH KIT**



## ROTIFORM CVT, From £TBA

It's not just us who are kicking off the new year with plenty of new exciting stuff. It looks like Rotiform are very much looking to the future too.

One thing we've always loved about these guys is that they're never afraid to upset the apple cart. Thinking outside the box comes as standard here, and it's exactly this sort of behaviour that inspires new ideas like the (now award-winning) AeroDisc, or the batshit centre designs that took the modifying game to a new level.

Now, we all know Rotiform do a classic design very well. But this 10-spoker with a twist certainly isn't one of those. There's no doubt this crazy looking CVT will be a future classic of course, but it's clearly a design that's very much of this era. All-new, modern, almost challenging to the eye, it's exactly these sort of wheels that go down in history, and we've no doubt that, one day, they will take their rightful place in the bonkers wheel hall of fame. Right next to the Ronal URS, TSW Venom, and Smith's Twister.

What this wheel has over all of these classics though, is that it's all about YOUR choice. They're bound to be popular (they are Rotiforms after all). But the genius part is that, what with all the options, there's no reason why any two sets ever have to be the same.

We love that they're offering an entry-level, 8.5x19-inch cast monoblock for a start. But even that is available in any 5-stud PCD and a mind-boggling selection of off-the-shelf finishes. The forged 1, 2 or 3-piece versions

come with much the same finish options, although these can be configured to fit almost any vehicle out there, with any size you can imagine from a 6x14-inch right up to a monster 16x24, along with everything in between. Oh, and all that's before you even start thinking about lip choices, hardware options, directional faces and all that stuff.

What's most important here though is that Rotiform have done their bit on the crazy centres. It's only the limits of your own imagination that will ultimately create your finished set. All you have to do is let it run wild!

[www.rotiform.com](http://www.rotiform.com)



Forged ▲



Cast ▲

### SPEC:

<b>Sizes:</b>	8.5x19-inch (cast), 6-16-inch widths, 14-24-inch diameters (forged)
<b>PCDs:</b>	Any 5-stud (cast), any PCD (forged)
<b>Offsets:</b>	ET35 and ET45 (cast), any (forged)
<b>Finishes:</b>	Gloss Black, Matte Silver, Matte Anthracite, Gold, Bronze (standard finishes), Gloss Candy Black, Brushed, Brushed Single Dark Tint, Brushed Matte DDT, Brushed Rose Gold, Brushed Monaco Copper, Brushed Candy Copper, Brushed Candy Red, Brushed Candy Blue, Brushed Candy Pink (speciality finishes)



FRESH KIT

# NEW PRODUCTS

The shiniest and freshest mods on the market

## APR S01 FORGED WHEEL, FROM £640 (EACH)

US VAG specialists APR are well known for their high-end tuning parts, but this rather epic jump into the premium wheel world seems to have taken their German obsession to a whole new level.

Fully-forged for an extreme weight saving (the 8.5x19 weigh in at less than 9kg for starters), what's perhaps most interesting about their new S01 here is that they've stuck firmly to the cars they know best by only making it available in a 5x112 PCD for Audis and VWs. This also extends to the fact they are designed to use the OEM-style ball-bolts. Meaning you can't fit them on other 5x112 cars (like Mercs, Minis and the odd SsangYong) without a whole load of ball-ache. Nope, it looks like they're keeping it exclusively VAG here. Although, being DOT, VIA and JWL approved, these aren't just OEM quality, they're probably significantly beyond that too.

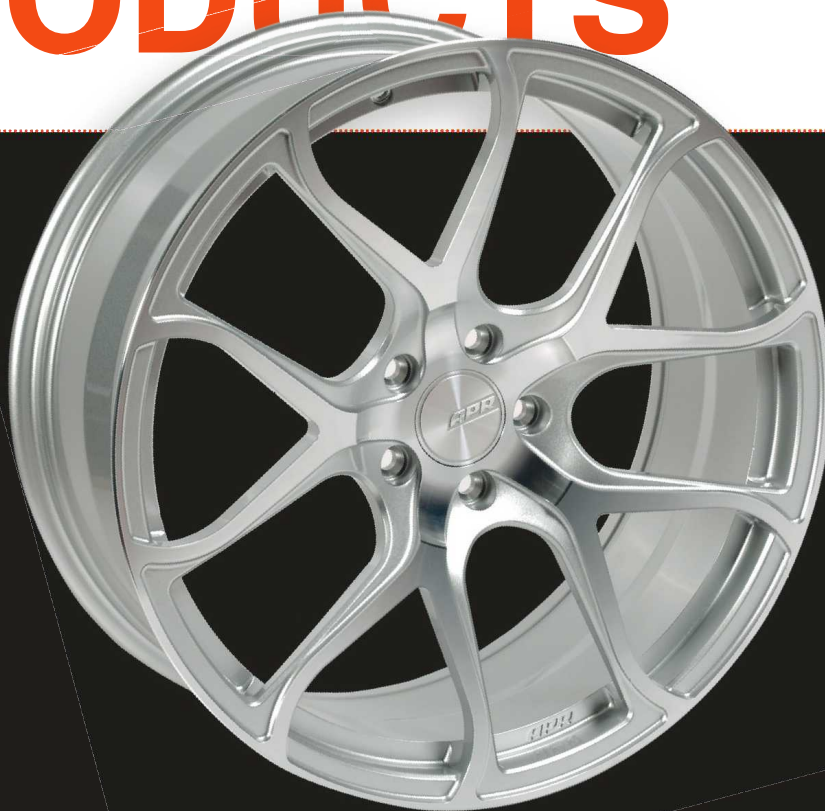
[www.goapr.com](http://www.goapr.com)

Sizes: 8.5x19, 9x20

PCD: 5x112

Offset: ET42-45

Finishes: Silver Machined, Brushed Gunmetal



## REVO VAG ENGINE MOUNTS, £480 (FULL KIT)

One thing Revo understand more than most is that successful tuning is all about balancing the entire package. In other words, it's no good having oodles of power if you can't get it all down onto the road!

These new engine mounts, for cars like the Golf, A3, Octavia, TT and Leon with the 2.0 TSI motor, are designed to combat axle hop when accelerating hard. Unlike the OEM items which are geared more towards comfort, these contain polyurethane bushes to prevent engine movement and drastically improve traction and acceleration. All without compromising on vibration or harshness.

With the addition of this kit, which contains a lower torque, engine and gearbox mount, you won't have to ease off the loud pedal to find suitable grip.

Simple, but devastatingly effective.

[www.onlyrevo.com](http://www.onlyrevo.com)



## BARGAIN HOOPS FOR 2019...

### Dare X5, from £327 (set)

These new split five-spokes from Dare not only look the part in all their gunmetal glory and come in a lorry-load of fitments, but they're engineered to be pretty damn light too. Weighing in at just 6.7kg for the 15 and 8.7kg for the 17-incher, there's not a track car in the land that won't be hankering after a set. As for the price, there's no arguing that at just over 300-quid a set, they'll be flying out the door, too!

[www.daremotorsport.com](http://www.daremotorsport.com)

Sizes: 7x15, 7.5x17

PCD: 4x100, 4x108, 5x100, 5x108, 5x112, 5x114

Offset: ET38-42

Finishes: Gloss Gunmetal



### Rota RSS, from £159 (each)

A sweet modern twist on a classic '80s Japanese design, we can see these being infinitely popular in 2019, and not just on the more Oriental motors either. After all, five-spokers suit pretty much anything, right? So, it's pretty lucky there are plenty of fitments covering everything from Fords to VAGs as well as the Jap stuff. A little stunner!

[www.rarerims.co.uk](http://www.rarerims.co.uk)

Sizes: 7.5 and 8x17

PCD: 4x100, 4x108, 5x100

Offset: ET30-42

Finishes: Silver, Matt Black, Gold





## GAZ ADJUSTABLE TOP MOUNTS, FROM £132

These may be something of a hardcore race mod, but there's no denying these camber adjustable billet top-mounts are little stunners. It's almost a shame to hide them away under your arches!

Complete with a spherical top bearing and available for a whole host of core track cars, these allow you to dial in way more negative camber than standard or many aftermarket setups will allow.

Of course, these will probably work best with a set of Gaz racing coilovers – that's how they were developed. But if you already have your suspension sorted, there's no reason why these should give a whole load of adjustability to many other brands out there. Transform your handling for peanuts!

[www.gazshocks.com](http://www.gazshocks.com)



FRESH KIT



## POWER MAXED VALETING PACK, £30

There's no doubt about it. We can all do with more cleaning gear, especially over winter. This pack from Power Maxed though, shows some of the best value we've ever seen, especially as the wheel cleaner, traffic film remover and shampoo come in big daddy 1-litre bottles. You also get a large portion of their excellent finishing polish, some glass cleaner and even a few microfibre essentials. A sweet collection of no-nonsense products for much less than you might think. There's nothing not to love about that.

[www.powermaxed.com](http://www.powermaxed.com)

## ITG PROFILTER MK8 FIESTA FILTERS, £59

There's no denying the latest Fezzie is a properly capable little hot hatch. And we're not just talking about the 1.5-litre ST. They're all proper Kipling in the corners, as the kids would say (Er, we think that means exceedingly good?).

Anyway, the best thing about these new foam filters, from racing specialists ITG, is they haven't simply offered a high-flow solution for the ST and nothing else, but there's a top-notch panel available for the 1.0 and 1.2-litre variants too.

As you'd expect from ITG, these are all engineered with an industry-leading load-up tolerance, meaning they can absorb a huge amount of fine dust without reducing airflow capacity. So essentially, these increase power without jeopardising your engine. Which is exactly what you want to hear when your car is practically brand-spanking-new, right?

[www.itgairfilters.com](http://www.itgairfilters.com)



## White Label Vortex, from £445 (set)

Nope, that's not a typo in the size box (for once at least). These really do come in a reet unusual 7.75-inch width! When you think about it though, that could come in pretty damn useful for an extra bit of arch filling where an 8-incher is a little too much. Or for a little more (or indeed, less) stretch on your tyres. Still, maybe all that's besides the point. These look pretty special and, at that money, it'd be rude not to!

[www.nuts4wheels.com](http://www.nuts4wheels.com)

Size: 7.75x17

PCD: 4x100, 5x100

Offset: ET35

Finishes: Gloss Black/Polished Face



## Speedline 2013C, from £324 (each)

As this re-release of the iconic '90s WRC six-spoke is over 300 nicker a corner, you may be wondering how we have the cheek to call it a bargain. Well don't worry, we're not all absolutely minted (Apart from Jules, obviously – Initial G). It's just that the originals have been changing hands for a damn sight more over the past couple of decades. Thousands in fact. Especially for those trying to keep their Subaru collectors' items period correct. So, there you go. A bona fide 18-inches of pure Bobby Dazzler!

[www.speedlinecorse.net](http://www.speedlinecorse.net)

Sizes: 8x18

PCD: 5x100

Offset: ET48

Finishes: Gold





## LIFESTYLE



### 1:8 Scale Lewis Hamilton Mercedes-AMG F1 W09 EQ POWER+, £5,995

Love him or hate him, you can't deny Lewis Hamilton is one of the all time F1 greats. Now, you're gonna have to really love him to buy one of these official Mercedes-AMG Petronas models because they cost more than your average family run around. The CAD data from the team has been used to ensure every detail of the W09 is perfectly recreated at scale. From the authenticity of materials used in the model, to the same paint used on the F1 cars.

What do you get for a smidge under six grand? You get an Amalgam Collection handcrafted (each model takes two weeks to make) model with the kind of attention to detail you'd expect from a multiple world-championship winning F1 team.

Only 99 will be made and each buyer will receive a letter from the Mercedes-AMG Petronas team. So six grand might seem expensive but the likelihood is they'll go up in value – these are the first official 1:8 scale Mercedes-AMG F1 models since 2012.

[www.mementoexclusives.com](http://www.mementoexclusives.com)



### Lego Technic Bugatti Chiron, £329.99

Coming in at two and half million quid, the Bugatti Chiron is out of reach for most of us mere mortals. But that doesn't mean you can't own one...

Yup, the legends over at LEGO have teamed up with Bugatti and released this 1:8 scale model. Owning a hypercar has never been so affordable and better still you get to build it yourself.

A built not bought Chiron? We're liking that!

<https://shop.lego.com>

## LIFESTYLE

The car culture experience doesn't just belong in the garage



### Deckorate Boards, From £51

It's funny how the two worlds of modified cars and skateboarding often collide. These automotive themed, decorative skate board decks could be right up our street then. There are loads of designs available off the shelf, but if you want something a bit more personalised you can have your very own car printed onto a custom deck for about £135. The perfect edition to any penthouse flat (or bedroom). They even sell wall mounts and other accessories. Check 'em out...

<https://deckorate.net>





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# AUDIO

Sound investments for your modified ride...

## KICKER L7R SUBS, From £220

There's a lot to be said for knowing exactly what something is at first glance. It's not so much for showing off, but more a statement that you're a fellow of taste and distinction (so, showing off then – Jules).

It's the reason why we all love a little horsey on our T-shirts, or three stripes on our trainers, it's about having an eye for quality.

Well, it's exactly the same thing here. Kicker have always been legendary for their high-end square woofers so, in a matter of milliseconds, you know that it's a Kicker. The thing is though, this L7R range may have all the boom-boom credentials, but they come in at less than you (and any other onlookers) might be expecting.

What we've got here is the most affordable square subs Kicker have ever produced. Although, in this case, affordable doesn't mean they've been stingy with the output or build quality. These 2ohm dual voice coil-equipped monsters actually have plenty to please the hardcore audiophiles out there. Available in 10, 12 and 15-inch variants, ranging between a true 500 and 900-watts RMS, the simple fact is that a square cone has 20% more air-shifting surface area and that creates more bass. Simple science innit? So, in that respect, they kick like any Kicker should.

All the minerals, but at a lower price. It's a bit like finding that 100-quid shirt in the January sales for a tenner... and there's a lot to be said for that too!

[www.kickeruk.com](http://www.kickeruk.com)



ICE PRODUCT



## JL AUDIO MEDIAMASTER 50, £349

The compact audio market really blew up in 2018 and, in the coming year, we can see it becoming nothing short of an unstoppable force. Much of the focus has been on lightweight amplifiers and OEM-integration of course, but here's something completely different - a full feature stand-alone source unit from JL Audio.

This mech-less system relies on a digital radio tuner, a USB port and Bluetooth connectivity to get its music, but what you'll notice first is that it's absolutely tiny. Being so small and lightweight obviously makes this one perfect for custom applications where space is tight or for stripped-out racers. It's bloody rugged too, and weatherproof, probably because it was initially designed for yachts and speedboats. Very posh.

Still, you're not going to mount this on the outside, and the main thing is the MM50 has been engineered to deliver outstanding digital sound fidelity despite having a chassis that would fit on a keyring. It's a small world when it comes to audio, and getting smaller all the time.

[www.jlaudio.co.uk](http://www.jlaudio.co.uk)





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## PRODUCT TEST

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**Midge**

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- ✓ Exceptional Gloss Finish

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[www.chipex.co.uk](http://www.chipex.co.uk)

A new detailer from Chipex, and one that performs miracles. Let's take a look...

### THE PRODUCT

OK, the name may immediately make you think of those late-night infomercials, all those useful JML titbits for painting your living room or buzzing off your Nan's moustache. Just using the word 'miracle' gives this one a lot to live up to. It's a word normally reserved for the sort of marketing people who rely on cringy phrases like "bang on trend" or "on point". The thing is though, as we've learnt in the past, when Chipex say anything they have good reason...



### THE TEST

These guys don't make a lot of car care products, their ethos is very much a case of quality over quantity. What this translates to is throwing a whole load of R&D at a very small number of items, all with the goal of creating something exceptional. In a sense Miracle Detailer is the same as their 1:400 dilution shampoo or water-repelling screenwash, it really is very clever stuff.

It's easy to use as a conventional quick detailer. The formula makes quick work of light soiling, lifting off marks without scratching. It also leaves behind a serious gloss, more than usually expected from a product like this.

Where it comes into its own though, is offering super-quick surface protection. You simply apply directly to paint and glass, wait a little bit, and then wipe off any excess. You can finish a whole car in a matter of minutes and you get an aquaphobic layer which not only beads off water, but helps to stop grime sticking in the first place. Again, it seems to work at a level that's unexpected for a simple detailing spray.



### THE VERDICT

I have to admit, even having previous experience of their rather hardcore chemistry buffs going full on when developing new products, I wasn't too sure how you can improve on the idea of a quick detailer. But the answer is clear...

You see, most of us associate these types of products with simple spot cleaning, and by that, I mean removing fingerprints and dust at shows, or before you tuck up your pride and joy for the evening. But, while it's clearly very good for that, perhaps the biggest thing here is that you can use it as a stand-alone LSP too. Unlike most products which rely on (or are designed to 'boost') previously applied LSP layers, it performs amazingly well on its own.

Put simply, this goes way above and beyond, and that's in terms of finish, ease of use, and the sort of surface protection it offers. The hydrophobic qualities are immense and show the sort of beading you'd usually expect from a wax or sealant. The added shine is exceptional and, when you consider how much traditional LSPs cost, it's pretty amazing value too.

Once again, Chipex have not only smashed it, they've launched what is in all likelihood the most advanced product of its type. Miracle Detailer? The name is very much, er, on point.

**"Miracle  
Detailer?  
The name  
is very  
much, er,  
on point."**



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# Sponsored by **ADRIAN FLUX** **CAR OF THE YEAR** **AND THE WINNERS ARE...**

We opened the voting lines back on 7 December and gave you nine days to register your top pick. In that time we received over 12,000 votes and social media went wild. We watched with interest as three cars became the clear favourites early on in the competition. This led to an online battle to be crowned winner and it couldn't have been closer. It really couldn't. There was only 75 votes between the top three, and only eight votes between second and third place. But in the end there could only be one winner...

## EDITOR'S NOTE

Now, I'm not saying I disagree with you all, but if it were down to me I'd have voted slightly differently. Conrad Bradley's AE86, Austin Barnett's Impreza and Garbriel Couty's Mk1 Golf would have been my personal top three and just as worthy winners. I'd like to thank everyone who voted, but also remind those involved that this was all a bit of fun. Modifying and the car community is about coming together and enjoying each others' creations. Every car in this competition is worthy of praise!



## ADRIAN FLUX

Just like Simon Cowell likes to thank Just Eat at the X Factor final, I'd like to take this opportunity to thank Adrian Flux for supporting this year's competition. And instead of giving you a discount on your local takeaway, we've sent them some of your frequently asked questions to answer...

**Q) I've spent lots on my car. I know I'll never get back what I've put in, but can I get an agreed value deal?**

A) Yes, Adrian Flux can offer agreed value on most vehicles.

**Q) Are there modifications that will have a lesser effect on insurance premiums or even reduce it?**

A) Many of our modified insurance schemes are cheaper than the standard car equivalent.

**Q) I've read about key-cloning car theft. Will I be covered if my car is stolen in this way?**

A) Yes of course, you'll still be covered if your key is cloned and your car is stolen.

**Q) If I swap tyres for a different make do I need to declare this? And what if I change the spec, perhaps going for low profiles?**

A) There's no need to declare a change in tyre manufacturer, but if you change the spec, give us a call and we can check for you.

**Q) What are the benefits of insuring with Adrian Flux?**

A) There are many: breakdown, spare parts and loss-of-key cover, and modifications covered like for like.

**Q) How does no claims bonus (NCB) protection work? Would I still see a rise in premium if I made a claim the previous year?**

A) An increase of premium due to a claim and protection of no claims bonus are separate things. It's complicated, but your premium will probably increase if you make a claim, regardless of the NCB protection. But protecting your NCB should reduce that increase.

**Q) I've modified my car so much that I've bought a daily driver. Do I need two policies or can I add the second car to my policy?**

A) Adrian Flux recognises highly modified second vehicles are less likely to be used for the daily commute, shopping trips and school runs. That means there will be a lower premium. Your everyday car will have higher risk use and attract a higher premium. It's better to have two policies that fit your needs, rather than one that will cover both vehicles on the same terms.

**Q) I've got a full NCB, does this count for multiple policies?**

A) Most insurers will limit one NCB to one vehicle. However with a good driving history the NCB could be mirrored on other policies.

**Q) What's the deal with high performance fuel and octane boosters? They're not modifications, but they increase power.**

A) If you run higher octane fuel using the vehicle's factory spec, it's not been modified and there will be no insurance implications. However, some cars will need to be retuned or modified to take full advantage of high octane fuel. That will impact on your premium.

**Q) I'm thinking of fitting home CCTV. If it covers my drive will my premium reduce?**

A) It can. But your car having an alarm, immobiliser or tracker is more likely to earn a discount.





➤ **1st RICH FOX'S FOCUS RS**  
**21.8% OF THE VOTE**



### THE PRIZE

Rich will receive the coveted FC Car of the Year trophy (as soon as it's finished), a year's free subscription to Fast Car and a Meguiar's Deluxe Car Care Kit. But best of all, he gets the bragging rights for the next 12 months!





## THE FAST CAR CAR OF THE YEAR

### TECH SPEC: MK2 FOCUS RS

#### STYLING:

ACR Composites WRC front bumper with Zunsport mesh, carbon fibre canards front and rear, Maxton Design skirt kit, MJG Grits custom rear diffuser, Monkeywrench gen-4 twin-projector headlights, carbon bonnet with Auto Specialists WRC vents and Mustang bonnet bulge (with huge vents and custom carbon fibre blades), retro Mustang bonnet clips, Auto Specialists Mk2 RS wide-arch bodykit, M-Sport roof scoop, Streamline carbon exterior kit, Kuro carbon exterior custom kit, WRC carbon rear spoiler, custom carbon F1 wing mirrors and base plates, carbon rods and custom splitter with fire extinguisher, Fox Styling one-off vinyl art with materials and logos from Mark One Graphics, rain light, and about 2,000 lock nuts and bolts from Screwfix!

#### TUNING:

2.5-litre 5-cylinder 20v turbo, Wiseco pistons, K1 rods, block mod, Stage 2 cams, GTX35 turbo on gold ceramic-coated SCC tubular manifold, Tial 45mm external wastegate, ceramic-coated v-band downpipe, Milltek decat, KMS Section 18 exhaust with 6.5" slash-cut tips, 1,000cc Bosch injectors, Bosch 044 fuel pump, swirl pot, Auto Specialists inlet manifold, 70mm throttle body, Auto Specialists Group A air filter, Auto Specialists Stage 3 100mm-core front-mount intercooler, Auto Specialists radiator, Auto Specialists oil cooler on custom MJG external bracket, Pro Alloy boost pipes, Auto Specialists dress-up kit, Auto Specialists filler tank and cap, NGK iridium HR9 spark plugs, Syvecs ECU - control mapped, aircon delete kit, custom gold heatshield, 6-speed gearbox, Xtreme carbon twin-plate clutch, Auto Specialists billet alloy and polyurethane torque mounts

#### CHASSIS:

8.5x19in ET35 Bola B12 satin black wheels, 235/35 Yokohama ADO8R tyres, Eibach 40mm spacers all round, BC coilovers, Whiteline anti-lift kit, Summit bracing kit, K-Sport big brake kit - 8-pot calipers and 365mm discs

#### INTERIOR:

Sparco snap-off steering wheel, custom Corbeau seats with custom MJG Grits brackets, Sparco harnesses, Jamsport rollcage - powdercoated in custom blue sparkle, carbon panel trims and FYD logo, Toucan touchscreen for Syvecs, Little Devil custom vent pods, touchscreen system for in-car lighting, carbon RS Fox gearknob, Kuro fire extinguisher, flocked dash and trim, boot build comprising 3x VIBE Black Air S4 amps, 1x VIBE M4K mono class D amp, 3x VIBE Black Death component speakers, 4x VIBE 8" Black Death mid-range speakers, 6x VIBE Black Death 15in SPL subwoofers, Yellow Top secondary battery, 2x Black Art graphics, Mk2 RS plaque designs





## THE FAST CAR CAR OF THE YEAR



2nd **RAE GAMI'S** MK3 GOLF  
21.3% OF THE VOTE

### TECH SPEC: **YELLOW GOLF**

#### STYLING:

Lamborghini yellow, custom Heart and Sol roof, Hella quads with custom intakes, Hella all-grey taillights, USDM bumpers with vortex air intakes, arch extensions, ABT rep sideskirts, polycarbonate windows, frenched tailgate, custom door handles, carbon fibre bonnet, engine bay painted Porsche Fluorescent Yellow

#### TUNING:

2.8-litre 24v VR6, fully forged, cast manifold with Precision 6266 turbo, twin wastegates, short-runner inlet, 3.5in turbo-back exhaust with side-exit tail, AEM water/methanol injection, Emerald K6 ECU with switchable maps, 02M Mk4 transmission

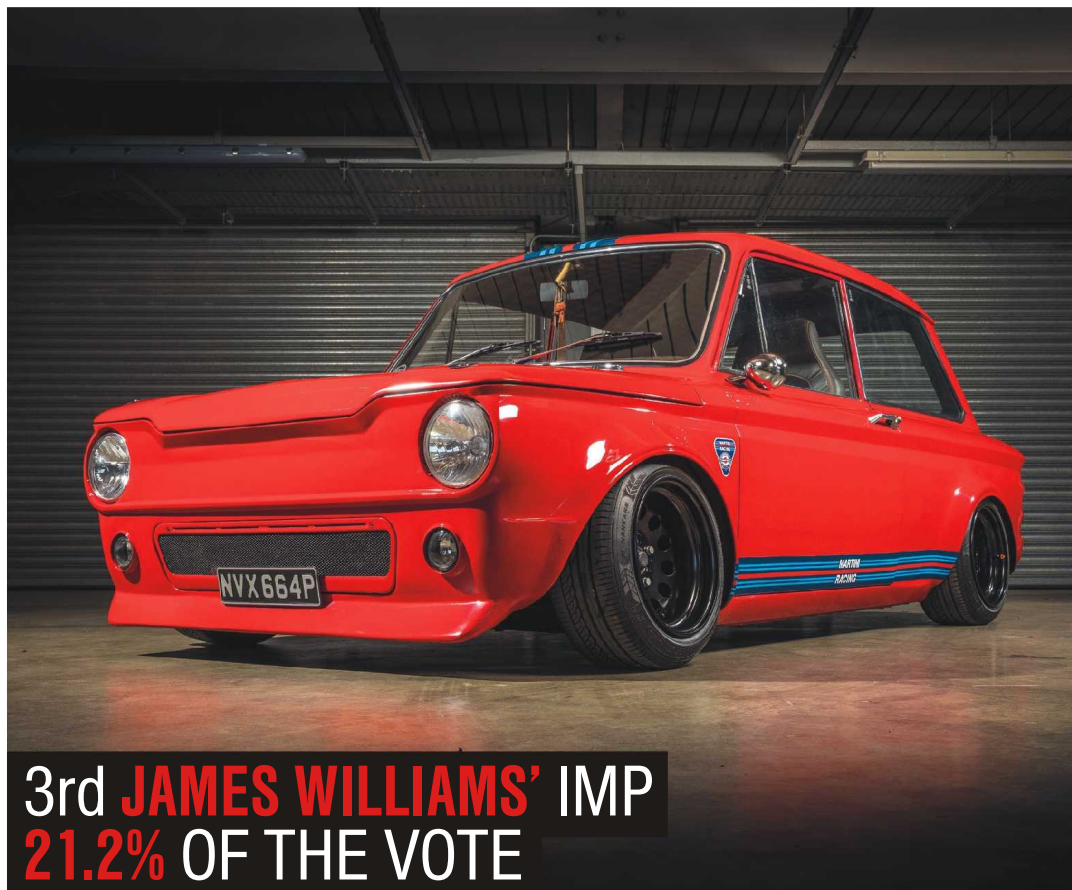
**POWER:** 700bhp @ 27psi

#### CHASSIS:

8x17in 3-piece splits by Rusty Rims – centres in dark red with gold flakes, gold hardware, 195/40 Falken tyres, GAZ Gold coilovers, Syncro transplant, Audi R8 front calipers with R32 discs, twin brake setup at rear – Porsche 4-pots with Phaeton discs and R32 calipers

#### INTERIOR:

Stripped, flocked dash with carbon inserts, 6-point rollcage, custom DC Comics headlining, Sparco Rev seats with 6-point harnesses



3rd **JAMES WILLIAMS'** IMP  
21.2% OF THE VOTE

### TECH SPEC: **HILLMAN IMP**

#### STYLING:

Group 2 Imp arches and front spoiler, custom-made rear ducktail and round front indicator/sidelights, fibreglass bonnet with Cosworth vents, Martini racing stripes, clear rear indicators

#### TUNING:

Rear-mounted 875cc four-cylinder – bored out to 930cc, R17 cam, fully lightened and balanced, Suzuki GSXR-600 throttle bodies with danST Performance Engineering trumpets, Canems ECU, front-mounted Ford Fiesta radiator, Hornet exhaust, electric fuel pump

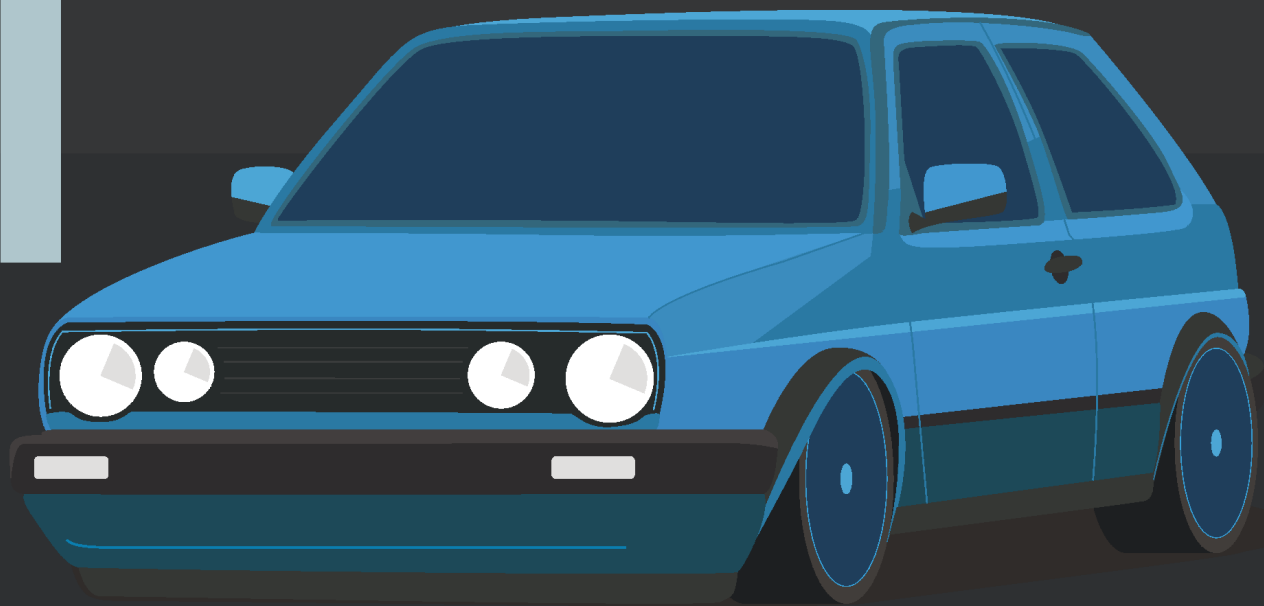
#### CHASSIS:

8x13in ET-10 Weller Supersport steels, 175/50 Nankang AS-1 tyres, Air Lift Performance air-ride with V2 digital management, front disc brake conversion

#### INTERIOR:

Suzuki Swift seats trimmed in bomber jacket-style marine vinyl with tweed centres, dash, doors and air-ride box also trimmed, glovebox in red Alcantara with Air Lift controller mount, dash centre wrapped in black brushed effect, tartan headlining





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Words: & Photography: Dino Dalle Carbonare

# For The Love of the Rotary

Don't we all dream of the perfect 360-degree car. One unique enough to stand out and attract attention at a show, but at the same time be a functional performer both on road and track. Does such a thing even exist? If you ask Kohei Miyata, he'll tell you he may have built something that comes pretty damn close...

Being in the second-hand car business for years has allowed Kohei Miyata to play around and build a few interesting cars, from a four door DC2 Integra to a USDM S2000 he still owns. But the craving to step away from Hondas and play with something very different materialised initially as an idea – or shall we call it an approach. He had a vision in his mind of creating the perfect rotary. One that would tick so many boxes, his friends were saying it just couldn't be done.

Either you build a show car, or you build something to be driven, but combining the both just never really works – that's the message he was getting. But he knew it could be achieved and after waiting for the right car to show up in the market, he teamed up with N-stage in Yokohama to begin the build.











### BALANCING ACT

The key to making this car work is balance. Each detail and modification had to have an element of function to it, starting off with the engine bay. N-stage pulled the 13B and literally took a grinder to the metal and started cutting. A ton of fabrication work went into reconstructing wider and taller tubbed wheel arches to allow wheel clearance under full lock, taking into account the very dumped stance the FC would end up with. While they were at it key areas in the engine bay were smoothed and cleaned up, with some wire tucking added for additional points in the presentation category. While the little twin-rotor motor was out it was given its due attention, but again taking things pretty conservatively. There was no need for aggressive porting, just a basic power bump thanks to the addition of a Trust TD06 turbo. This was plumbed on along with a supporting fuel system made up of top of the line Sard parts. Once it was all in place N-stage fabricated a one-off V-mount set up with the intercooler and radiator so as to take full advantage of the copious

space in front of the engine and thus getting the best possible path of air through both cores. The custom intercooler piping connecting up to a better-flowing FD3S intake manifold while the RE Amemiya titanium exhaust system beautifully completed the set up. A trusted and proven Apexi Power FC was swapped in place of the vintage eighties electronics and custom mapped to get a solid and reliable 350bhp and 253 pounds of twist to play with.

### EXTRA GIRTH

N-stage also took care of some more additional fender work, a little bit of rolling, a little forced persuasion for a few added millimetres of extra girth. An AR-F bumper was thrown on as well as some rare online sourced items from the good old US of A in the form of USDM mirrors and side markers, something the Japanese like to do as much as the Americans like to emulate the JDM look. Funny how that happens. I put





## OWNER PROFILE:

**Owner:** Kohei Miyata

**Age:** 29

**Occupation:** Second-hand car dealer

**Favourite mod:** The tubbed front fenders





## HOT RIDE



Aluminium roll cage plus  
Efina bucket seats



it down to human nature: always craving what one can't easily get. Anyway, the work continued with good old-fashioned sanding, getting rid of the base paint and creating the smoothest possible finish ready for a fresh few coats of paint. Kohei decided to go for a Nissan colour, the Millennium Jade hue as used on the 1000 Nür editions of the V-spec II and M-spec. The result is an FC like you've never seen before, a subtle colour that emphasises those eighties lines with a touch of modernity. The final touch were USDM emblems on the tailgate.

### WHEELS OF FORTUNE

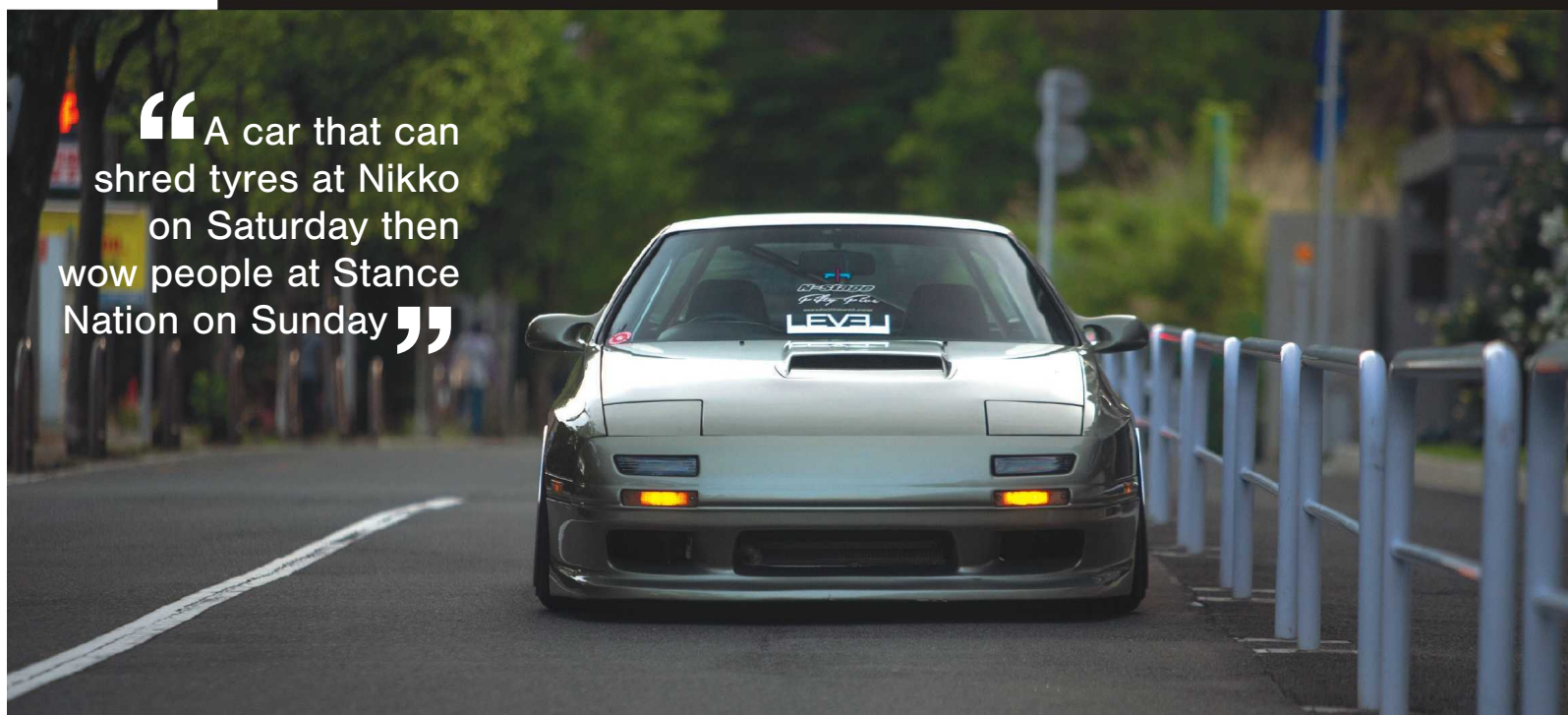
The current AutoStrada Modena 5-spokes are the second set of wheels Kohei has run on the car and it's really impossible to fault them in any way or form. The Ferrari-esque feel about them being a superb match.

They wheels are shod in Falken, which a visible 'hippari' – or stretch – to them so that the sidewall folds inwards as it tucks into the arches. The lowering is courtesy of drift oriented Tein dampers mated to hard 20kg/mm front and 18 kg/mm Swift spring to make sure the car doesn't bottom out under hard compression. Supernow camber joints helped Kohei dial in the perfect drift set up, and not just so he can talk about it when he's showing his car at static events. He enters drift events in Nikko and other circuits quite often. So yes, the function part of this whole build isn't just a theory. It gets put to work just as often as Kohei can manage to get it to the track.

### THE INSIDE COUNTS

The final piece of the puzzle was the interior, the most simple part of all, spiced up only with small additions

“A car that can  
shred tyres at Nikko  
on Saturday then  
wow people at Stance  
Nation on Sunday”







AutoStrada Modena matched to Falken Azenis

like the aluminium half roll cage and the plush Efina seats that were one of Mazda's luxury sub-brands from the early nineties. A Renown Monaco steering wheel and an FD shift knobs are the only other party pieces, and if you look, the Power FC controller is always within hand's reach, to keep an eye on those important engine parameters.

### A 360-DEGREE BUILD?

So is it possible to create a functional show car that can be used in anger shredding tyres at Nikko on Saturday and then wow people at Stance Nation on a Sunday? We're pretty sure Kohei really has managed to pull off the perfect 360-degree build. ■

## TECH SPEC: Mazda RX-7 FC

### Numbers

350bhp; 253lb.ft.

### Engine

FD3S intake manifold; RE Amemiya titanium exhaust; N-stage original V-mounted intercooler and radiator; N-stage custom intercooler piping; Trust TD06-25G turbo kit; Sard fuel pump; Sard fuel rail; Sard fuel regulator; HKS EVC-S boost controller; Apexi Power FC ECU; ERC mapped.

### Suspension

Tein Super Drift shocks; Swift springs 20 kg/mm front, 18kg/mm rear; Supernow camber joints.

### Wheels & Tyres

AutoStrada Modena 9.5Jx17in front; 10.5Jx17in rear; Falken Azenis 615+K 235/45R17 tyres.

### Exterior

AR-F front bumper; USDM door mirrors; USDM side markers; USDM emblems; Nissan R34 Skyline GT-R Millennium Jade paint.

### Chassis & Interior

Tubbed front wheel arches; aluminium roll cage; Efina buckets seats; Renown Monaco steering wheel; FD3S shift knob.



Here we see the RX-7, in its natural habitat, on the prowl for prey...



# TOP 10 FAST CARS FOR UNDER £1,000

At this time of year, Christmas seems like a cruel joke. First of all, after a couple of really cold months you reach the big day, gorge on turkey and Baileys, then realise you've still got about three months of being really cold left to go before the show season starts. And secondly, we got so caught up in all the shopping, with all the brands competing for having the most heart-wrenching festive TV ad and whatnot, that we spent a bloody fortune on Christmas and have little to show for it apart from the remnants of paper hats and the fact our trousers don't fit quite so well any more.

Everyone's skint at this time of year. It sucks. But we've got a great way to cheer

you up. Why not buy yourself a fast car?

No, wait... come back! We've been thinking about this and we reckon there's no greater endorphin spike than jangling the keys to a new toy, dreaming about all the possibilities the new year might bring. But we know everyone's brassic right now, so we've capped the spending at a flat thousand pounds.

How fast can you go for a bag of sand? We've found 10 likely candidates here, which we reckon provide the best combination of power, performance and style for under a grand. Just don't blame us if they go really fast once and then explode. You pay your money, you make your choice...



## Saab 9-3 Aero ▲

If you want brutal ponies on the cheap, you've got to tap up the Swedish horsepower mafia. There are few better ways to reach ludicrous speeds for under a grand than the 9-3 Aero. Plus it's a really cool car, cleverly designed, nicely put together... So why are they so cheap?

Well part of it might be the fact that Saab as a company doesn't exist any more, so people are nervous that they won't be

able to get it serviced or find parts when it breaks. (This isn't the case— there are oodles of specialists.)

Now, the one we really want to recommend to you is the 9-3 V6 Turbo Aero, which has a mighty 276bhp and makes awesome whooshing noises. But realistically, you're unlikely to find one for under a grand. (If you do, grab it with both hands!)

However, the 2.0-litre turbo 9-3 Aero is a damn good car, readily available for peanuts, and gives you an eager 210bhp in stock form. A cheap-and-easy remap from someone like NoobTune will get you up to 250bhp, and then a downpipe and sport cat will get you to the same power level as the V6. Easy peasy. Job done. And it should be pretty reliable too!

**Top 3 mods:** remap, downpipe/sport cat, FMIC



**BMW 328i ▶**

The E46 generation of BMW's 3 Series is a properly hot ticket right now. It hails from an era that predates electric power steering and inert handling – it's analogue in an old-school way while also still being pretty modern. They're built tough too – as long as you can find one that's not rusting away in the arches or riddled with dash lights, you should be on to a winner.

We were tempted to put the 330i in this list as it's such an excellent car, but to be honest if you buy a 330i for under a grand it's going to be shite. But the 328i? That shows a lot of promise: it's got close to 200bhp from its creamy-smooth straight-six. BMW sold oodles of them so you can pick and choose your spec depending on whether you want to be OAP-stealthy or pseudo-M3-flashy, and the grown-up interior will make you feel like a winner.

It'll do 149mph, it's got loads of toys, and if you're lucky it shouldn't break too extravagantly. Turn off the traction control and go and find some roundabouts!

**Top 3 mods:** BC Racing coilovers, Mishimoto intake, Borla exhaust

**▶ Mazda RX-8**

Yeah, we know what you're thinking. Buying a cheap RX-8 is a one-way ticket to the poorhouse, right? But not necessarily. You see, people are scared of these cars because they're suspicious of rotary engines, but rotaries are actually very simple – and if you look after them (ie, keep obsessively checking there's enough oil in there) they can run happily for as long as a piston engine, maybe.

Obviously the sort of RX-8 you're likely to find for under a grand is quite likely to have a screwed engine already, given how people tend to neglect them. But the important thing is that some won't – they'll just have been priced at market value. If it runs right, and you cross your fingers really hard (or better yet, give it an oil change and run a compression test), Bob's your uncle. The higher-powered six-port motor gives you 231bhp out of the box, and if you plug in a COBB Accessport – which is sort of like a remap without the remap – you'll have an easy 10 percent power gain. Strip out the interior to improve the power-to-weight ratio and you'll have a proper quick car.

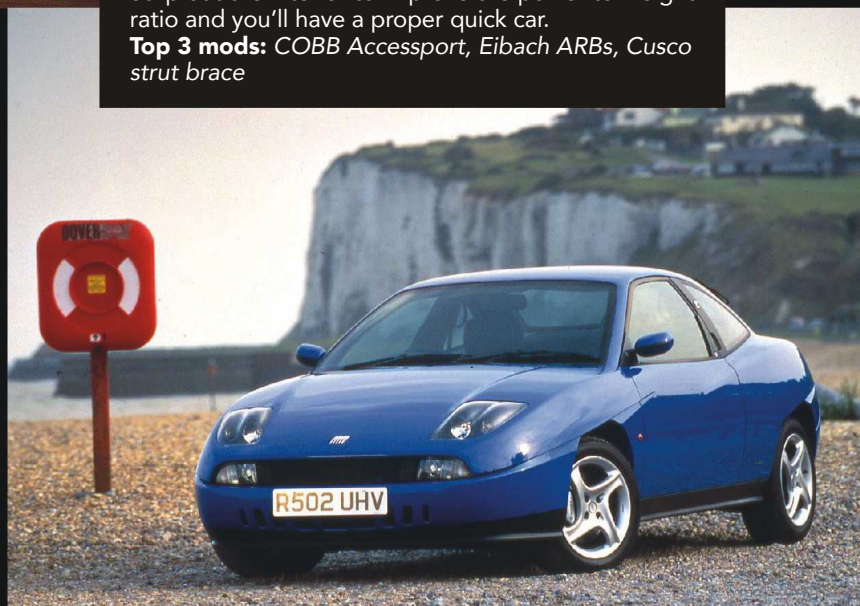
**Top 3 mods:** COBB Accessport, Eibach ARBs, Cusco strut brace

**Fiat Coupé 20v Turbo ▶**

Here's one to take with a pinch of salt. Why? Well, enthusiasts of the Coupé will tell you it's brilliantly reliable and cheap-ish to run (we know of a fella who's put over 200,000 miles on his and regularly takes it hillclimbing). However, we've owned a couple of these ourselves and, with the best will in the world, they made better ornaments than they did modes of transport.

Still, if you buy a good one, you're in for a hell of a ride. The 16v Turbo version is brilliant (yes, believe the hype, that is the same engine as the Lancia Delta Integrale), but the five-cylinder 20v Turbo is even better – it makes a lovely noise and puts out just shy of 220bhp. There's an LSD as standard, a superb all-independent suspension setup with nice thick anti-roll bars that makes it handle like an absolute champ, and if you buy a post-1998 one you get a 6-speed gearbox. The body is gorgeous, its scallops and slashes styled by Chris Bangle (the fella who did all the flame-surfacing BMWs), while the frankly magnificent interior was done by Pininfarina. If you buy a good Coupé, you'll have a jolly nice time. Mint ones are £6k+, but slightly less good ones are often sub-£1k. Worth the risk, we reckon.

**Top 3 mods:** remap, Powerflow exhaust, K&N induction





## TOP 10: CARS UNDER A GRAND

### Renaultsport Clio 172 ▶

The 172 is in an interesting position right now. Back when it was new, in the late-1990s, it was roundly praised for being the best FWD car money could buy. And the subsequent hot Clios – the 182, 197 and so on – have continued the trend. For this reason, there are a few speculators (or, y'know, chancers) who are advertising Renaultsport Clio 172s for silly money, on the grounds that it's a collectible. They've seen the way 205 GTI values are skyrocketing and they're eyeing this up as the next big thing. But the budget workaround for us here is the phrase 'track car'.

Yep, the 172 flew off the forecourts and loads were sold – not all of them were pampered and cherished. Plenty were stripped out, fitted with bucket seats and rollcages, and mercilessly punished on track. And these are the 172s that you often see popping up on online auction sites for under £1,000. Yes, they're a bit rough around the edges, but you're not looking for a concours show car at this price are you? The key facts are that there's a beautifully revvy 2.0-litre 16v motor in there, a fabulously poised chassis, and the potential to go faster than you ever thought possible in a rattly little Clio.

**Top 3 mods:** 182 exhaust manifold, coilovers, Goodridge braided lines



### Volvo C70 T5

Driving a hot Volvo is a bit like dating wayward twins in a low-budget 1990s sitcom: you spend half your time doing sensible, grown-up things, and the other half haring around in a directionless fashion with a figurative Exocet missile in your hind quarters. The first-gen C70 was a saucy proposition when it launched in 1998, as Volvo were largely known for big boxy estates at the time – here was a slinky coupe and caddish convertible with big power and opulent appointments, styled curvaceously and out to impress.

Now, we're going to suggest you steer clear of the convertible, because if the pronounced scuttle shake doesn't annoy you enough, the terrible visibility will. No, go for the coupe, and make sure you get the T5. This was sold between 1998-2002 and had the 2.3-litre T5 motor putting out 237bhp, which really ain't bad at all. The C70 was based on the 850 platform, so there's a bit of BTCC DNA in there, and the chassis was developed by TWR, which makes it even racier. And being a Volvo, they're bulletproof. All you need to see over 300bhp is a remap, 3-inch downpipe and uprated exhaust. Happy days.

**Top 3 mods:** remap, 3-inch downpipe, Jetex exhaust

### SEAT Leon Cupra 20VT ▶

This is a proper wolf in sheep's clothing, particularly if you can find one in a grandad-spec burgundy or dark blue – the only clues to your performance potential will be the Cupra badges and multispoke wheels. Values of the more powerful Cupra R are steadily climbing, but the lesser 180bhp-spec Cupra 20VT still regularly pops up in MOTed and usable form for about £500, meaning you've got plenty of budget left over for mods.

If you luck out and find a BAM engine from a TT in your local scrappie (and have the skills to swap it yourself), that's 225bhp right there. Otherwise, tuning options for the K03S 1.8T are endless; a stage 1 remap takes you to 210bhp, and decent exhaust and induction bring things closer to 220bhp. If you find a few extra pennies down the back of the sofa, you can go stage 2 with a decat and uprated intercooler, and then you'll be somewhere around 250-260bhp. All in, a car that looks like an OAP popping to the garden centre. Fun!

**Top 3 mods:** remap, RamAir induction, Scorpion exhaust





### Jaguar XJ8 ►

You know what the Americans always say: there's no replacement for displacement. Perhaps with the thousand pounds burning a hole in your pocket, you just want to buy something with a sodding great engine? Sure thing. You'll be wanting a Jaguar.

Used Jags have always suffered the same issue when it comes to residuals. They're expensive to run, maintain and buy parts for, and the potential for big bills keeps sale prices low. Which is obviously good news if you're just in this for a quick hit, because there's plenty of perfectly good Jaguars out there selling for bargain-basement cash, ready and waiting to be abused. What we've got our eye on here is the XJ series – specifically, the X308 generation that was sold between 1997-2002. There's no point getting the 3.2-litre version if you're aiming for big-displacement thrills, and you're unlikely to find the top-of-the-range supercharged one for under a grand, which steers you directly toward the nat-asp 4.0-litre V8 variant. It kicks out a growly 290bhp, and carries its (not inconsiderable) weight with a certain urgency. You don't get a manual gearbox or an LSD unfortunately, but you do get loads of wood and leather, which will be slightly tatty at this price point, but who cares? Get your toe down and be disreputable.

**Top 3 mods:** sheepskin jacket, fat cigar, copy of *Racing Post*



### ► Vauxhall Vectra 3.2

First of all, we have to apologise. We are sort of suggesting you should buy a Vectra. Sorry about that. But there is some logic behind this. You see, this was a massively unit-shifting model, built to be utilitarian and affordable, and it sold in huge numbers; whereas the Corsa was aimed at young drivers who were hooked in by the finance and insurance deals, so the Vectra was aiming squarely at the fleet market.

OK, the 3.2-litre version wasn't as popular with fleet managers as the diesel variants, but there's still loads of them on the market and they sell for next to nothing at all. Somewhere around £600 seems to be the going rate for a Vectra C 3.2 GSI, which gives you 208bhp straight away – a lot of bhp-per-pound. And you're right, 208bhp does sound like a strangely small number for such a large displacement, but there's stuff you can do about that. Exhaust, induction and remap gets you up to about 230-240bhp; whack on some Yellow Stuff pads and Eibach springs, strip out that interior (it's horrible anyway), and enjoy some cheap-as-chips horsepower.

**Top 3 mods:** K&N Apollo induction, Remus exhaust, remap



### Mercedes CLK 320 ►

The temptation with Mercs of this sort of vintage is to gravitate toward the Kompressor models, simply because superchargers are for winners. But the nat-asp CLK 320 is more powerful and, if you have a look through the classifieds, you'll spot that these first-gen models are starting to dip below the £1,000 mark. Sure, these cars aren't without their problems – an enthusiasm for rust being one of them. But look at the positives: you get a well screwed-together and super-comfy interior, all the toys, that iconic badge on the nose and, most importantly, a deep-lunged 3.2-litre V6. Peak power in stock form is 221bhp (you get a lot more from the V8 models, but if you buy one of those for under a grand it'll definitely explode immediately), and to be honest it's not the most tunable motor, but the 320 has a surprising trick up its sleeve: it's an absolute lunatic!

No, we can't fathom it either. 221bhp is a fairly decent number, but this isn't the lightest car, and the slushbox is pretty ponderous – but despite all that, this thing accelerates like its backside's on fire. That gearbox, in fact, is a very willing accomplice once it's on the boil, wringing out the revs right up to the redline if you keep your foot planted. Makes a great noise too. So no mods required here. If you want a surprisingly quick car for under a grand that you can just jump into and be silly with, get a CLK 320. Just bear in mind that'll be a bit thirsty.

**Top 3 mods:** more petrol, more petrol, more petrol





HOT RIDE

# KEEPING UP MOMENTUM

It may have taken on countless forms in the years he's owned it, but something has always remained a constant with Tim Joyce's Focus ST: the way it beautifully balances power and style like most other cars can only dream of...

Words: **Sam Preston** Photography: **Jules Truss**





**Suspense is often the crucial ingredient** in making something awesome. Put it this way: that thriller film you watched at the cinema recently sure wouldn't be half as thrilling if it didn't keep you on the edge of your seat for the duration, would it?

It's an exercise that's been religiously stuck to throughout the whole eight years that UPS delivery driver Tim here has owned this Mk2 Focus ST. Keen to emerge afresh at the start of each show season with another batch of mods that keep everyone on their toes, it's single-handedly pushing the envelope for other STs across the globe to attempt to follow as a result.

Sure, there have been plenty of hurdles along the way, but by sticking to the winning formula of ensuring it remains both savagely fast and nothing short of spectacular to look at throughout its evolution, things really have only got better as time's gone on...

#### MUM'S THE WORD

The story begins rather unconventionally all those years ago: with a phone call from Tim's mother, from a Honda dealership. "She told me she'd spotted a Moondust Silver ST in there that they'd taken as part-exchange," Tim recalls. The car

sounding like it carried his dream spec and he promptly made a beeline over to the garage to check it out for himself.

"I remember parking up my Fiesta ST for what would be the last time and seeing the beautiful Mk2 Focus in the forecourt," he continues. His heart was set on snapping up the motor – a decision cemented by an extremely enjoyable test drive a few minutes later.

The then-bone-stock hot hatch quickly succeeded in delighting young Tim with the way its iconic boosted five-pot motor did its business so effectively, with its new owner initially having no intention of changing up the formula in the slightest.





## HOT RIDE



Performance figures stand at a cheeky 330bhp and 400lb.ft of torque

But, as is so often the case with us car nuts, things quickly escalated... "I soon found myself on the forums looking for subtle upgrades I could perform," Tim remembers, opening up a whole new world in the process. "I didn't realise just how tunable these cars were!" Sensibly deciding to focus his attentions on performance before he got his hands dirty in the styling department, what followed was the best part of a decade of fine fettling, blown engines and plenty of blood, sweat and tears to get the car to the incredible stage you see it in today.

Soon hooking up with Carl and Jared from Hull-based Dreamscience Automotive – the first of many talented outfits that would apply their skilled hands to this car – Tim started things off with a Stratagem Stage 1 re-map, which saw power increase from 225bhp to a healthy 260bhp. "This transformed the way the car drove and only spurred me onto keep going with the

build," Tim explains, things starting to get more serious by the minute.

Cue the next stage of tuning – with a beefier Airtec intercooler, cold air intake and huge Cobra Venom exhaust system soon finding their way onto the sporty three-door, which, when tied in with another map from the Dreamscience boys, saw 290bhp and 325lb.ft on the dyno.

This was enough in Tim's eyes to unlock the world of styling upgrades, with some of the car's factory plastic trim first sent off to get freshened up with a lick of paint while he looked into ways to make his Ford stand out from the rest. Soon boasting coilovers and new rims to sharpen up the exterior, it was in November 2013 that the first of many issues reared their ugly head, in the shape of a cracked cylinder liner – the Achilles heel of the ST's lump.

"I was devastated. But Dreamscience took it upon themselves to resolve it, and just three days later, the car was back up



and running with shimmed liners, meaning it should've never happened again," a relieved Tim says, allowing him to get back on track with making the car look even more epic once again.

The following few summer show seasons saw plenty more bits come and go, including several sets of colourful wheels and even a new daily driver in Tim's life to allow him to focus more seriously on this project.

"I never try to follow the crowds and wanted to set my own trends instead," he says, explaining how the process of snapping up new parts often came by stumbling upon things he'd like and thought would work well on the Focus –

**“I never try to follow the crowds – I want to set my own trends instead”**





rather than simply mimicking similar cars out there.

## SUSPENSE FILLED

The next big change came in 2015 in the form of a full air suspension system – a first for the Focus ST in the UK but a job that the talented team at Plush Automotive was more than happy to take on. Two weeks after wheeling it into the Leicestershire-based firm's HQ, the car was sporting a killer air system, as well as a subtle boot install and, most importantly, a stance to die for!

Before he could enjoy the suspension too much though, the dreaded cylinder liner issue returned, forcing Tim and Dreamscience to source an entirely new



Full face-lift carbon fibre interior plus Corbeau Sportline RRS bucket seats



## WHEEL LIFE

He might change them up more times than Lady Gaga changes her outfit on stage, but the choice of wheels bolted onto Tim's ride have always been a key part to the car's success. Take these current beauties, for instance: a set of 18in Schmidt VN-Lines that really are some of the finest hoops you'll see on any show car out there right now. Boasting 2.25in of dish up front and 3.25in out back, these multipiece delights have been finished off beautifully by Wheel Unique to boast metallic silver faces, black barrels and polished dishes that've been buffed to within an inch of their lives. The result is a quartet of alloys that look nothing short of spectacular when the car's aired out, we think you'll agree. "They're a one-off 5x108 fitment and are the best set of wheels I've ever purchased," Tim tells us. And trust us, that's seriously high praise when you see some of the previous rolling stock he's had his hands on!

18in Schmidt VN-Line three-piece split rims covered in Nankang NS-2R rubber







## TECH SPEC: FORD FOCUS ST

### STYLING

Moondust Silver body; custom gloss-black honeycomb front grilles; PFL gloss-black front foglight surrounds with LED foglights; RS Parts gloss black front splitter; Maxton Designs gloss black front bumper splitters; Bespoke USD Motorsport running lights; 3M gloss-black vinyl roof wrap; colour-coded Triple R Composites rear lip spoiler; face-lift ST rear bumper with Triple R Composites three-finned rear diffuser in gloss black; face-lift rear boot lid with tinted glass; face-lift ST/RS LED rear lights; Euro-spec reverse light; Transformers-style rear badge; Kill All Wipers wiper delete kit; Team Heko wind deflectors; face-lift wing mirrors in gloss black; Focus XR5 Australian-spec wing badges; flattened inside lips on front wings; all OEM exterior plastics painted gloss black.

### TUNING

2.5-litre 20v five-cylinder turbocharged Duratec engine; Dreamscience cold air induction system with dry-charge filter; Dreamscience block mod; Stage 2 Airtec intercooler with RS scoops and grey detailing; 3in Mongoose downpipe and de-cat pipe with 3in Cobra Venom cat-back exhaust system and 4in inverted slash-cut tips; 440cc Focus RS fuel injectors; gloss black Anembo inlet plenum with red detailing; Forge Motorsport actuator and recirculation valve; Focus RS vacuum pipe; gloss black Focus RS ECU holder; gloss black Auto Specialists coolant tank and cap with red detailing; gloss black Volvo T5 engine cover with red detailing; gloss black and red symposer delete cover; gloss black RS battery cover; red SFS Performance coolant and boost hoses; all engine plastics painted gloss black with various chrome covers finished in Colorado Red and hand-painted detailing; Dreamscience Mod XRS+ V2 overrun re-map; six-speed manual gearbox; Focus RS clutch with single-mass lightened flywheel; Auto Specialists quick shift kit; Elevate gearbox torque mount.

### CHASSIS

9.5x18in Schmidt VN-Line three-piece split rims finished with gloss black barrels, metallic silver faces and machine polished dishes; stainless steel split rim bolts; custom Schmidt gel centre caps; 215/40x18 Nankang NS-2R tyres; air suspension system (comprising Air Lift Performance struts, AccuAir e-Level management, twin VIAIR 444c compressors and five-gallon tank with aluminium hard lines); Powerflex front polybushed wishbones; Elevate rear anti-roll bar; gloss black/red Summit front upper strut brace; Summit upper rear strut brace; adjustable Hardrace camber arms.

### INTERIOR

Full face-lift carbon fibre interior swap with clocks and boost gauge; Corbeau Sportline RRS reclining bucket seats; custom boot build with false floor and storage hatch; ProSport air vent-mounted boost gauge; uprated heater controls.

### SHOUT

Carl, Jared and all the team at Dreamscience Tuning; Paul Sharman and all the team at Barkston Refinishing; Dan Taylor at Wheel Unique; Will and Neil at Greenlight Insurance; Jim at Novak's Projekthaus.

➔ engine but finally putting the gremlins to bed for good in the process.

In the last few years, Tim's kept himself busy by switching up the car with various sets of sumptuous split rims, with the current set of Schmidt VN-Lines that were perfectly restored by Wheel Unique being his personal favourite of the bunch so far. The car's also received a subtle boot build overhaul from Novak's Projekthaus to offer up a hidden storage area whilst retaining the OEM-levels of class that are so effortlessly seen across the board.

### NOW YOU'RE TORQUEING

With the recent additions of a sturdier fuelling system and another re-map, performance figures currently stand at 330bhp and 400lb.ft of torque – more than enough to give Tim the white-knuckle wake-up call he needs during the occasional weekend blast and also providing the perfect match to the spotless way the engine bay itself now looks.

Choosing to follow an entirely different path to most ST owners might have been seen as a controversial move in the Ford scene, but how many of those rows of track-spec'd orange examples you see at shows can really snap necks like this Tim's creation here can?

"I've had some ups and downs with this car, but met some seriously amazing people along the way. I certainly wouldn't change anything I've done to it over the past eight years!" he proudly explains.

We'll keep our eyes peeled for his next move, which at the rate he works at, should be any day now... ■





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Words: Joe Partridge Photography: Chris Presley

# Ultimate Stance 2018

There are few shows on the UK calendar that generate quite as much buzz as Ultimate Stance. Ever since the perennially-expanding Ultimate Dubs spawned this multi-marque offshoot, the Telford-based extravaganza has been the go-to event for everyone with even the remotest interest in taking cool cars and making them cooler.

The fact much of it takes place inside is a big plus, as it means you can clean freaks can get busy with the kaleidoscope of detailing products your boot's packed with and not have to worry about a malicious seagull flying past and ruining all your hard work. And of course, there's a massive overspill into the outside area, so once visitors are done traipsing the halls there's a whole other aspect of the show to explore in the open air.

2018's event will, we suspect, go down as a classic of the genre, with a frankly eye-watering array of top-flight builds on display. An increasing move toward high-end retro

fare blends perfectly with cutting-edge and up-to-the-minute projects, ensuring there's something for every taste – and quite a lot to help you develop new tastes and affections too. There were familiar old favourites on show, plenty of ex-Fast Car feature cars, oodles of rides we've seen at various shows over the summer surprising us here with a fresh new look to round off the year, and

there were even a bunch of sneaky new builds debuting. For a lot of people, this is the final show of the year before everything gets squirrelled away for the winter, an opportunity to say au revoir to scene buddies and reminisce about the highs and lows of the season as it draws to a close. And what better way to do so than with all of this magical stuff to look at?





## OUT THERE



Own this? Get in touch for a feature



### Custom Transit

There's been a bit of a resurgence of old-school custom vans recently and Trevor 'Digger' Gardiner's Mk2 Transit SWB is one of our favourites. Neatly proving that these days a Q-plate is a badge of honour (Q is for quality!), this is a full-on custom in the classic style with a huge modern twist. The body is super-smooth with suicide doors, plenty of Frenching and custom graphics. And under the skin, it's basically a Mercedes E300! It's got the straight-six turbo-diesel from the big Merc, along with the cruise-tastic autobox and, amazingly, the full interior – seats, dash, the works. Incredible effort.



A DeLorean DMC-12 is Midge's dream ride. No, seriously



### Gonzo MINI

We've got pretty into the idea of rat-looking modern rides recently, particularly now our Midge has rusted up his New Beetle, so it's always cool to see this 'Gonzo' MINI. It's been on the scene for a while (indeed, we featured it in these pages back in 2016), and although Karl Kempley, who built the thing, sold it quite a while back, it's good to see it still doing the show scene with its new owner adding fresh touches. We're loving those new wheels!





That's one crazy turbo set-up



### Mk2 Cortina

This is one of our favourite things about Ultimate Stance – the all-encompassing nature of it. Cars which until quite recently may have been scoffed at by the hardcore stance scene are now being warmly embraced in the name of diversity. A brown four-door Cortina? Sure, come on in! Jake McConnell's 'Tina hides a lot of secrets, including a hooligan-spec Harris crossflow on twin 40s, and a really fancy interior retrim and a surprisingly huge audio install. Plus he's recently swapped out his Schmidt TH Line wheels for these sweet 4-spoke splits. Essex-tastic.



## ULTIMATE STANCE



### Lincoln Continental

We don't really do standard cars, but we can make an exception for Dean Flowers' Lincoln Continental. It's one of the most badass production cars ever made, there's no denying that, and pretty much everyone we know has one of these on their lottery wishlist. Dean dressed it for the show with some period accessories – 1960s newspapers and so on – and we know that he's got big plans, with air-ride arriving soon. He's got a solid history of building cool feature cars, so we're keeping an eye on this one...



Adam Sheldon has updated his R32 with some bolt on fenders





## OUT THERE



More 90s than Ali G

### Toyota Tercel

Reminding us that shows should be fun, here's a dose of ghetto garage reality. There's a growing trend for taking a slightly dishevelled and obscure retro car, dumping it on the ground over some blingin' rims, and sticking it in a bunch of show-and-shines just to annoy people. This is extremely cheeky, and we're all for it. We also love the Breaking Bad vibe – it's like Jesse's Tercel, but with the down-low stance of his shit old lowrider.



Who remembers this M&M-kitted S2K from our October 2017 cover?



1987 3rd Gen Civic Sedan = awesome



### Fast and Furious Jetta

The Fast and the Furious was a landmark film in popularising Japanese cars and JDM tuning in Europe and the US, but one of the unexpected stars of the movie was Jesse's Jetta. We like that someone's made a faithful replica here, complete with old-school white wheels and Wings West styling. Unfortunately, however, this one actually does have front brake callipers. So not a totally faithful replica, then.





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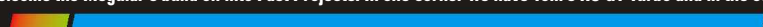
## FAST PROJECTS



### TOM'S R5 GT TURBO

We welcome the Meguiar's build off into Fast Projects. In one corner we have Tom's R5 GT Turbo and in the other...

START



NEVER FINISHED

MAIN MODS: GIVE THE LAD A CHANCE

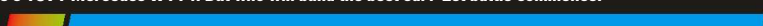
P078



### DALE'S 1971 MERCEDES W114

... Dale's 1971 Mercedes W114. But who will build the best car? Let battle commence.

START



NEVER FINISHED

MAIN MODS: GIVE THE LAD A CHANCE

P079



### SLIM JULES' BMW E91

It's a bit of a bore-ing update this month as Jules orders the wrong exhaust...

START



NEVER FINISHED

MAIN MODS: HYDRO-DIPPED INTERIOR • BC COILOVERS • TINTS • DIAMOND CAR MATS • M SPORT CARBON WHEEL

P080



## MISSING IN ACTION



### ZERO EV TESLA-POWERED R32 DRIFTER

There's a mega update scheduled for the next issue!

START



NEVER FINISHED

MAIN MODS: TESLA ELECTRIC MOTOR • PB COILOVERS • JAFFA CAKES • 19-INCH WHEELS

MIA



### MIDGE'S BEETLE 1.8T

After the last few months, Midge is giving his credit card a well deserved break!

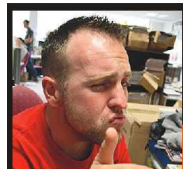
START



NEVER FINISHED

MAIN MODS: K&N INDUCTION KIT • COBRA RECLINERS • SMOOTHED FRONT BUMPER • AIR LIFT • RUSTY PAINT

MIA



### GLENDAS AUDI RS4

Glenda is still looking for the perfect set of wheels to compliment the car's new found KW stance.

START



NEVER FINISHED

MAIN MODS: MILLTEK EXHAUST • KW COILOVERS

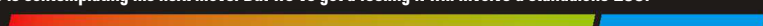
MIA



### MIDGE'S AUDI TT

Midge is contemplating his next move. But we've got a feeling it will involve a standalone ECU!

START



NEVER FINISHED

MAIN MODS: 3M WRAP • VOSSEN WHEELS • AIR LIFT SUSPENSION • TUNED ENGINE • ICE INSTALL

MIA





## FAST PROJECTS



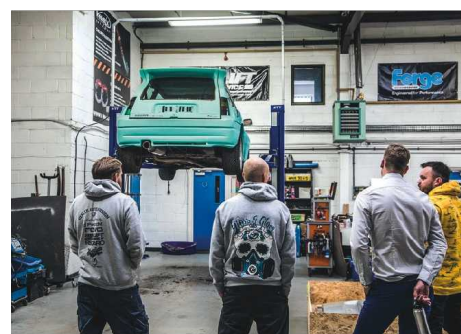
Tom's going back to his car roots with the R5



## Tom V Dale

Everyone knows Meguiar's and if you read this magazine you'll also know that each year they build a fresh demo vehicle (we've featured the last two, the Crown Victoria Cop Car in 2017 and the Sunny Pickup in 2018). They don't just build these cars to showcase their products but to demonstrate their passion for vehicles. In essence, the guys and girls behind Meguiar's UK are just like you and us: car nuts.

So what's Tom V Dale? Well, Tom and Dale are the Meguiar's guys responsible for the demo vehicles (as well as lots of other stuff), and each year that they embark on the build journey, their conflicting styles and opinions on car building clash. So this year, the head honchos at Megs UK had enough of the bickering and told them to build a car each. And of course, being boys, this has escalated into a fierce battle to see who can build the better car. Both cars will be finished for Players Classic in June 2019, and we're going to follow the builds right up until reveal...



## TOM'S R5 GT TURBO



**Name:** Tom Clarke

**Job Role:** Senior marketer, who oversees the UK marketing office, advert placement and key account marketing fulfilment.

**My relationship with Renault's boxy** turbo hatchback started way back in the '90s. I was lucky enough to own one as my second car and I've always wanted to have another since, so deciding on the car for this build off was easy for me.

The original plan was to buy a tired R5 GTT and restore it back to its former glory. But during my extensive search for the base car, I came across this Dimma-kitted version. It's not a genuine Dimma, our budget wouldn't stretch that far, but it's what I call a 'genuine fake'.

Ripping the arches off this car would almost be sacrilegious to my beliefs, so

returning this particular version back to stock was never going to happen. I've hatched a new plan, that may or may not involve Ali G.

But my general thoughts with the car are to build a modern-day R5 GTT without losing any of the '80/'90s charms and characteristics that made it such an iconic modified hatch.

What's first? A trip to Reflex Auto Design to discover the extent of the work needed to get this R5 back where it belongs, on the road making silly swishing noises between gear changes.

Get your welders ready boys...

### CONTACTS

[www.meguiars.co.uk](http://www.meguiars.co.uk)  
[www.reflexautodesign.com](http://www.reflexautodesign.com)





Dale's going to give his  
W114 a Yank flavour



See the videos here:

<https://m.youtube.com/user/meguiarsuk>

## DALE'S 1971 MERCEDES W114

**Name:** Dale Materman

**Job Role:** Sales and marketing executive,  
events coordinator and resident paint nerd.

**I've spent an awful lot of time in front**  
of the telly watching endless hours of  
American car shows with my dad, so that's  
where my passion lies. But we don't live  
in America and we've already got a Crown  
Victoria on the fleet, so I've decided that  
the Mercedes W114 shares some of the  
same characterises of the big-old Yank cars  
I love.

The car might be German, but the styles  
I will be drawing from will be from across  
the Atlantic.

I'll be focusing on the stance, styling  
and overall theme of creating an old-  
school show car. Anyone who knows me  
will know I'm obsessed with paint finishing,

so the paint will be pretty special – I'm  
that guy who's constantly in the Meguiar's  
detailing bay! They guys I've entrusted to

bring the W114 back to its former glory  
are Kustom Kolors. No pressure guys, but  
yours and my reputations rely on this!



### CONTACTS

[www.meguiars.co.uk](http://www.meguiars.co.uk)

[www.kustomkolors.co.uk](http://www.kustomkolors.co.uk)





Two smokin' barrels



## JULES' BMW E91 325i

Tip of the month; always check that you've ordered the right part!  
It's time to bore you with the details (both puns intended)



**Last month I said I was going to fit the** Remus exhaust and BC coilovers as a Christmas present to myself. And, erm, I haven't. But I did try...

Now, when I said I was going to fit the exhaust and coilovers, that was already a slight lie, as I don't have a ramp and I didn't fancy rolling around on my drive in this rubbish weather. So I booked the car into my local garage and gave them the instructions to fit the Remus and my freshly recovered, carbon M Sport steering wheel (and made a second booking to have the coilovers done the week after as I needed the car back – it's my daily driver after all).

The problem is, there are two exhausts available for my car from Remus and I ordered the wrong one, where the bore was very slightly smaller than the car's mid section. Instead of trying to make this one fit, I gave The Performance Company (the

Remus UK distributor) a call and they said they'd swap it for the correct one. How's that for customer service?

Before I popped it back in the post, I did grab some images to showcase the quality of the system. As soon as the replacement arrives I'll be back down the garage and eagerly awaiting to hear the car's refreshed N52, flat-six rumble.

One job that was done though, was fitting my new carbon M Sport wheel. I'm not sure why it took me so long to get this fitted as it has transformed the interior and made the car feel even nicer to drive. This has to be one of my best eBay finds of all time and a right bargain at £20. And the suede retrim from Edge Automotive has definitely brought it back to life.

As well as grabbing some images of the Remus, I've also cracked open the BC Racing box and took some snaps of the BR

Series coilovers that will be fitted under the arches in the next couple of weeks. If they perform as well as they look I'm going to be in for a right treat!



Sigh. This is properly exhausting stuff...



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Remus Exhaust..... £666

Total ..... £1,515

### CONTACTS

[www.remusuk.com](http://www.remusuk.com)  
[www.bc-racing.co.uk](http://www.bc-racing.co.uk)

### NEXT MONTH

New exhaust and coilovers fitted (no, really).



# WE WANT YOUR RIDE!

Look out for Nick's bagged TT in issue 406  
of Fast Car magazine. Out on 01/03/2019



---

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# Magnum Opus

Andy Neirinck has had a hand in a lot of amazing project cars over the years, but this Ferrari is his life's work and his pièce de résistance. And as you can see, it's more than just a straight resto...

Words: **Daniel Bevis** Photography: **Kevve.be**





## WILD CARD



Swish man, real swish

➔ **The 308 was a landmark car for Ferrari. Before its** launch in 1975, the company had never made a mid-engined car with a V8, but it's a layout that's proved so popular they've never stopped making them since. When the 308 was eventually replaced by the 328 in 1985, that carried on the concept of bolting a V8 behind the front seats. So did the 348 that followed, and the 355, the 360, the F430, the 458, right up to the 488 that sits proudly in the showrooms today. The entire bloodline can be traced back to the 308.

With a tube frame and separate body, it was actually a pretty simple thing, although it was complicated where it counted: the chassis boasted all-independent double-wishbone suspension and disc brakes all round, while the free-revving V8 was transversely mounted with a transaxle, all-synchro dogleg 'box and clutch-type LSD. The body was a gorgeous wedge, very appropriate for the mid-seventies; they were initially made of fibreglass (and early GRP cars can be worth seven figures), although construction swapped to steel from 1977.

### WORK IN PROGRESS

At this point, we have to address the elephant in the room: Magnum P.I. You see, this 1980s TV show always gets brought up when people talk about Ferrari 308s. It's like discussing the Reliant Scimitar at a classic car show – someone will say 'Hey, did you know Princess Anne had one?' literally every time. But Magnum P.I. has particular relevance here because, as you can see, the 308 flexing before our lens has Hawaii plates referencing the home of Tom Selleck's character, Robin's Nest. If you know, you know. (OK, the Magnum 308 was a targa-topped GTS, not a tin-top GTB like this one, but don't be that guy...)

Now, given the buzz around this 308 on the show scene throughout 2018, you'd be forgiven for thinking this was a fresh and fashion-forward build pushed through the awesomeness-machine for the '18 season. But in fact what you see here is the result of a painstaking 5-year restoration.

Andy Neirinck is the owner – actually from Belgium, rather than Hawaii – and he picked up the car back in 2013 as, "a good, not to say perfect low mileage car". This whole endeavour also demonstrates that taking



Every single nut, bolt, washer and seal has been renewed to make the car better-than-new

your time over things really does ensure impeccable results. This car's been done right rather than done fast. It had its fair share of problems when Andy took delivery, "I drove the car on special occasions and then decided to get rid of all the points that bothered me," he explains. Andy's hit list included the bad paint and wonky panels to sorting the oil leaks, but he was unfazed. He simply took the car apart until he was looking at what was essentially a big pile of Meccano, carefully labelled and organised everything, then drew up a list of what needed doing.

The idea of restoring a Ferrari may seem daunting to some, but it's important to remember that for all the glitz and glamour, it is just a car. What's more, it's a car from before the era of nannying ECUs and complex electronics – you just unbolt things, repair or replace them, then bolt them back in. You don't have to worry about jailbreaking the engine management system. You've just got to read up on how to balance four thirsty Webers.





## THE LOW-DOWN

All right, it wasn't quite as easy as all that. The body had to be comprehensively straightened and perfected before being reshot in lustrous Rosso Corsa paint. While he was at it, Andy threw in a few custom touches to ensure this would be a Ferrari like no other; the 308 came with a subtle roof spoiler which he's carefully deleted and smoothed away any evidence of, along with the wipers, front fog-lights and passenger mirror, replacing the driver's side one with a carbon fibre item.

Looking closely, you'll spot that the front and rear bumpers are also carbon fibre, carefully crafted to ape the exact dimensions of the originals. And naturally this undertaking was as much restoration as it was custom job, so every single nut, bolt, washer and seal has been renewed to make the car better-than-new. This is also true of the interior, where rather than radically overhaul things, Andy's simply had the





## WILD CARD



### OWNER PROFILE:

**Name:** Andy

Neirinck

**Occupation:**

Founder/  
owner of KEAN  
Suspensions

**Motto:** Lowering  
is science!

**What's unique  
about KEAN?**

Because only  
Kenny and I work  
here, we can  
guarantee  
the finish and  
the personality.

**Did you bag your  
dad's Peugeot  
607?**

That was  
Kenny! The  
first 607 to run  
Accuair E-level  
management...

**Can we have  
a go in your  
Ferrari? No.**



One word – perfection

original seats retrimmed in sumptuous new leather, along with the doorcards, dash and centre console, with a new headlining above. It makes for a fabulous place to sit.

And what of that rattly old V8 which refused to play ball? Quite simply, Andy stripped it down and rebuilt it. The block's got new linings and bearings, the heads have new valves and springs, every single line, hose and connector has been renewed, and that all-important quartet of carbs has been rebuilt and properly balanced.

It's at this point in the tale that Andy's story veers violently away from Classics Monthly and into Fast Car territory. You see, it's important to note that Andy isn't just any old retro car enthusiast. The first two letters of his name are the last two in KEAN – as in KEAN Suspensions, the Belgian custom-shop powerhouse who know more than pretty much anyone in Western Europe about getting cars sitting on the ground on custom air-ride and hydraulic setups. Along with his brother Kenny, their work can be enjoyed at shows all across the continent, and has appeared in these pages quite a few times too. So with the 308 beautifully restored and tastefully customised, it was time for Andy to do what he does best and lay the thing out on the tarmac...

### THE STANCING HORSE

Using a new-old-stock set of OE-spec Konis as a base, he meticulously crafted a custom air-ride system



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### MAGNUM WHO?

Yeah, we can forgive some of you for not knowing what Magnum P.I. is – it was a popular TV show in the 1980s, but we appreciate we might be a bit more old and haggard than you guys! Magnum P.I. was a drama starring Tom Selleck (he of the magnificent moustache) who lived a luxurious lifestyle in the guest house of a huge beachfront estate called Robin's Nest, in Hawaii. The owner of the place, Robin Masters, was a mysterious figure who was never seen in the show – he invited Magnum to live there in return for working as a private investigator for him. Magnum had free use of Robin's Ferrari 308 GTS, and the two have been closely associated in popular culture ever since. So now you know!





## WILD CARD

➤ for the Ferrari, carefully massaging the arches to fit some scene-busting rims under there to complete the effect. The design had to be something fresh and contemporary, yet with a retro motorsport vibe, and he's vividly ticked this box in choosing a set of 18-inch AL13 Heritage Series S20 wheels, with brushed gold centres and polished lips. The rears are a supercar-tastic 10.5-inch wide, which looks mean as hell from dead-on rear. And it's impressive to note the fronts are 10-inch wide – that must be fun with the unassisted steering. All part of the drama though, isn't it?

The details of the chassis inevitably came in for a resto as all-encompassing as the rest of the car, with new anti-roll bars and wishbones joined by Powerflex bushes throughout, as well as new brake callipers and lines.

We could be glib here and say that Andy's created the 308 that Ferrari should have made all along, but that's not exactly the case. The idea of air-ride would certainly be anathema to the Tifosi, and we know that there are more than a few feathers being ruffled by this car among the stuffy Ferrari collectors. But what Andy's achieved here is to take an icon of the marque's history, lovingly restore the architecture and the details to better-than-new quality, then shake it up like an Etch-a-Sketch and create something that's blown the Euro stance scene wide open.

We just can't get enough of this car. Those five long years were time well spent. ■

## TECH SPEC: FERRARI 308 GTB

### STYLING

Full body restoration; shaved wipers, passenger mirror, roof spoiler and fog-lights; carbon fibre bumpers; carbon driver's mirror, deleted passenger mirror; de-chromed badges; Rosso Corsa paint; arches modified for wheel clearance; highly polished and brushed front grille; Robin-1 Hawaii license plate (Magnum P.I. replica).

### TUNING

Fully rebuilt F106 AB 2.9-litre V8(dry sump); quad Weber 40DCNF carbs.

### CHASSIS

10x18in (front) and 10.5x18in (rear) AL13 Heritage Series S20 wheels with polished lips, brushed gold centres and black hardware; Toyo T1-R 215/35x18(f) and 235/30x18(r) tyres; custom KEAN Suspensions air-ride setup based on NOS OEM Koni shocks; Accuair E-level rocker switch and I-level; Accuair Endo tank and hardline install.

### INTERIOR

Seats, doorcards, dash, sun visors and centre console retrimmed in beige leather using younger model stitch design; renewed or replaced gauges, buttons, handles, light bulbs, fasteners; new headlining; period correct radio-cassette; snap-off steering wheel; carbon rear-view mirror; Accuair rocker switch in ashtray; hidden Bluetooth music installation; black carpets.



“Andy's taken an icon, restored it to better-than-new quality, then shaken it up like an Etch A Sketch”



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# READERS' RIDES



Owned and modified by a grandparent. True story

## Stuart Lyden's CITROËN C2 VTS

**FC says:** Now, if we were to tell you this lush little Citroën was owned and modified by a 55-year old grandfather, you'd probably question our integrity, but it's absolutely true. Stuart has owned and persevered with this VTS for many years and openly admits that he didn't like the car when he bought it for his wife back in 2012, "I've spent the past six years turning it into something I do like, to the stage where it is definitely the most fun to drive car I've ever owned."

It hasn't been all plain sailing for Stuart though. "It has been a love hate

relationship, many things have gone wrong with the car since I've owned it, including the cambelt going, exhaust snapping just five days before a show, the starter motor having gremlins and an engine bay fire in the summer. But, everything has been relatively easy to fix and all the work has been done by myself, apart from fitting the lowering springs."

So there you have it. Proof that persistence pays off and that you're never too old for modifying. Keep up the good work Stuart, we look forward to seeing this car evolve further.



### Main mods:

Zunsport lower grille; 4x Ring Microline Spot Lamps mounted on a custom made lamp bracket; Morette headlights; Team Heko wind deflectors; RSR rear spoiler; rear tow hook; 6.5x16-inch bronze Borbet RS wheels; Nankang NS2 tyres; Eibach Sportline springs; Brembo discs and pads all round; Sportex manifold with Powerflow exhaust; BMC CDA Induction Kit with custom silicone pipework and custom decal; custom made exhaust manifold heat-shield; Dimma show cage; Kenwood DPX-701 DoubleDIN headunit, KSC-SW1 sub/amp, KSC-SW11 sub/amp; Alpine SXE speakers.







## David Daffin's 350Z

**FC says:** The Nissan 350Z is an absolutely cracking car and with depreciation doing its thing, they are also one of the best value smiles per miles cars out there at the moment. One man who is well and truly on the 350Z bandwagon is David Daffin, who is proud to call this 2005 GT his very own. He's obviously a bit of a Nissan fanboy, as his previous offering was a tastefully modified, 180bhp Almera GTi. But after hitting the ceiling on that particular build David has turned his attentions and upgraded to the VQ35DE-powered Z.

He's already added a host of modifications to make the most of the 3.5-litre, naturally aspirated V6 soundtrack, including a stainless steel exhaust and CDA air filter. "It feels quite exciting knowing that bad things will happen if you

mash the throttle mid-bend in a low gear," says David.

Enhancing those exterior lines are those 19-inch Varrstoen ES2 rims, some tasty carbon editions and an altitude drop courtesy of the Tein lowering springs.



### Main mods:

Varrstoen ES2 19in wheels; Tein lowering springs; CDA carbon air filter; Wasso plenum spacer; orange engine bay dress up kit; Whiteline differential mounts; stainless steel exhaust system; Alcantara steering wheel; carbon fibre exterior and engine bay details.



Mods include built-in shower and ironing board spoiler. No really.

## Garon Matthews' E36 RAT

**FC says:** We love all types of cars at FC, one-off show cars to huge-power Time Attack machines. But we've also got a lot of time for cars like this! Why? Simply because they make us smile and we'd bet our bottom dollar that owner Garon smiles every time he drives it too. Modifying isn't just about enhancing your car's styling or performance, or about being individual. It's also about having fun and that's the essence of this E36 rat car called Fergal.

Being an ex-Wacky Rally Car, its mods list boasts an ironing board spoiler (including iron) and a shower! Who said modifying couldn't be practical?

Underneath all the crazy exterior mods, lay some more serious ones; it's slammed on coilovers, has Corbeau bucket seats and Garon is planning to plumb in a twin turbo Chevy V8!

### Main mods:

Coilovers; Wizards of Lock solid rear mounts; Corbeau bucket seats; 5 panel 'wink' mirror; built-in shower; Iron board spoiler; K&N panel filter; hand painted exterior (we'd never of guessed).





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**SOON!**



## ARSE END

### Quotes of the Month:



Jules: "So, do you like the new steering wheel?"

Midge: "Putting those IMAL Level 2 Mechanic skills to good use. I like it."

Jules: "Don't be ridiculous. I got some other bugger to fit it."

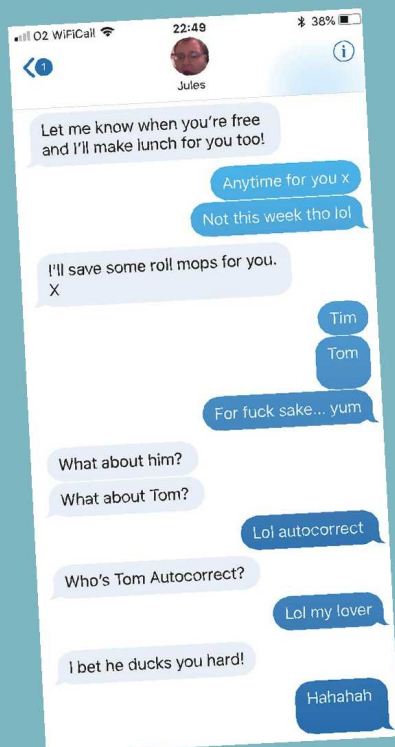


Initial G: "Nice parking truckwit!"

Midge: "That's not my Nav."

Initial G: "I know, but it's definitely your style of parking."

Midge: "Mine would have been on top of your little A1, and I wouldn't have even noticed."



### TEXT OF THE MONTH

Everyone loves autocorrect. And Tom, obviously!



### The Greatest Dancer

What you may not know about our Jules is that, despite his ample frame, he's got all the moves! He's actually been asked to appear on Strictly, twice.

That said, he may have met his match this month when he got to battle it out with Twist and Pulse. But he definitely held his own on the tiles (if not, as you can see, when it came to dress sense).

Apparently, all was going swimmingly too, until our very own Chubby Checker suggested 'The Twist'... We'll let you make up your own joke on that one.



### Stupid Selfies

It's good to know that, on some of the more important photo shoots, Jules isn't messing about texting us selfies when he's supposed to be concentrating on driving super-carefully as there's a snapper hanging out of the boot! Still, at least top 'tog Laurens is wearing his high-vis vest. Safety first and all that eh?



### Spot The Difference

After Hacksaw Jim Duggan last month, our Midge thought life couldn't get any better until he bumped into yet another one of his heroes. So, here is his brother from another mother... (presumably they share the same hairdresser or something).

Anyway, one's a verging-on middle-aged bald fella who's spent his life hanging around in the world's biggest shitholes with some right dodgy bastards. The other is Ross Kemp.



### Stupid Selfies (Again)

OK maybe the word 'stupid' is an understatement for this one – this is much more of an 'you utter thick twat' selfie. I mean, what else would you call it when you're supposed to be working and you send a pic that's clearly not in the office? Nice one Midge. You dumbass!



## TOP 5 VIDEOS

CHECK OUT MORE @ [WWW.FASTCAR.CO.UK](http://WWW.FASTCAR.CO.UK)



#### 213MPH SKYLINE

Here's a great video from the guys at Hoonigan who get to check out a real legend – the Blitz R34 GT-R. It's been 20 years since its infamous 213mph Autobahn run. [www.fastcar.co.uk/videos/213mph-blitz-nissan-r34-skyline-gt-r](http://www.fastcar.co.uk/videos/213mph-blitz-nissan-r34-skyline-gt-r)



#### BEEMER FACE OFF

Here we have a duo of wide-boy BMWs – some of the world's very best in fact! But which one gets your vote? Liberty Walk or Rocket Bunny? It's a toughie – the jury is well and truly out! [www.fastcar.co.uk/videos/wide-boy-bmw-double](http://www.fastcar.co.uk/videos/wide-boy-bmw-double)



#### 215MPH E6 CIVIC

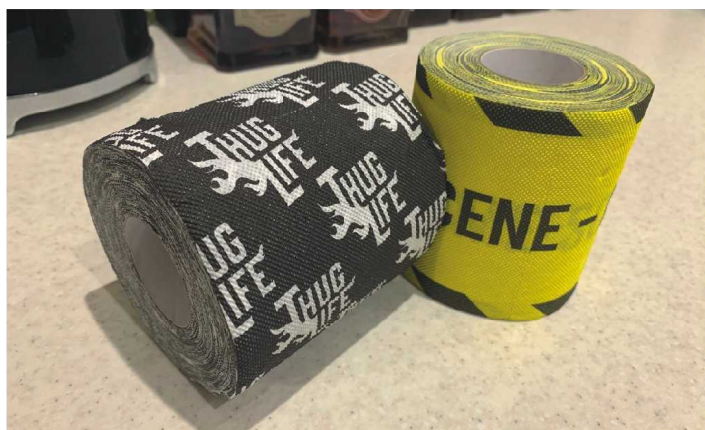
Like your retro civics a little on the rapid side? Well you'll love this 2000bhp monster then. Officially the world's fastest FWD motor. Christ! [www.fastcar.co.uk/videos/2000-bhp-honda-civic-eg-hits-215mph](http://www.fastcar.co.uk/videos/2000-bhp-honda-civic-eg-hits-215mph)





## Xmas Spirit

Although we know Jules' diet is going extremely well, we still feel that asking for an "office mankini" for Christmas is taking things a bit far. Luckily though, we sorted everything with the only 'Mancini' we're ever willing to see him get into. Even then it's debatable!



## Xmas Stuff

You thought our boys are competitive with their cars? Well, that's nothing compared to finding the worst gifts for the £1 FC Secret Santa.

Jules was the clear winner for 2018 though, with custom bog rolls that take the concept of shit presents to the next level. Thug Life for Midge, who still thinks he's some sort of '90s Hip Hop legend. And for G, some police tape, because if he doesn't calm down a bit, we will definitely find him slumped over his computer at some point in 2019. Yep, that'll be one-nil to the boss then!



### 4-ROTOR RX-7

Here's yet another amazing motor we saw at SEMA: David Mazzei's bonkers 4-rotor, 26B FD RX-7. And to think it'd had never been outside Alabama before!  
[www.fastcar.co.uk/videos/950bhp-4-rotor-mazda-rx-7](http://www.fastcar.co.uk/videos/950bhp-4-rotor-mazda-rx-7)



### 1100HP EVO IX

Big boost means big power and if you don't believe us just take a look at That Racing Channel's EVO, which runs a whopping 60PSI. That's over 4-bar of pure mental!  
[www.fastcar.co.uk/videos/1100bhp-mitsubishi-evo-ix-2](http://www.fastcar.co.uk/videos/1100bhp-mitsubishi-evo-ix-2)

## BLAST FROM THE PAST ISSUE 32 JANUARY 1990

The first mag of the '90s, 29 years and 372 issues ago...

■ No cars on the cover, just a big, fat V8 lump... controversial!

■ We're not sure who wrote the products back then, some bloke called Greg apparently, and he certainly swears less than our Midge!

■ Thought that Tricky's 309 was the first Pug Thunder Saloon on the FC fleet? Actually, there was a 205 running in the late '80s.

■ The big news of the month was the new Vauxhall Carlton GSi and Senator CD (20 grand seems like something of a bargain nowadays).

■ Who didn't want a Triumph TR7 in the '90s? We did, and most of us were about 10. That said, G probably had one. (Hey, it was a Fiat X19! – G)

■ We still like the guide to carbs – that's what they had before fuel injection in case you're young enough to be wondering... you lucky buggers!



## QUIZ RESULTS FROM PAGE 8:

### WORD SEARCH:

Forsberg, Tsuchiya, Foust, Gittin Jr, (Mad Mike) Whiddett, Powers, Baggys and Deane

Q1) Lamborghini Aventador LP 700-4

Q2) Fiat Multipla (sorry)

Q3) Rotiform LAS-R



T	B	R	G	P	C	N	F	R	P
S	A	G	I	T	T	I	N	J	R
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H	S	Z	E	B	R	Y	H	W	W
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A	T	N	B	T	O	E	W	K	S
O	R	F	O	R	S	B	E	R	G
K	W	H	I	D	D	E	T	T	J



NEXT MONTH

In the next issue of **Fast Car\*** we get excited over...



#### The Cars

- Awesome Audi RS4
- Pandem E30 Touring
- Astra Pick-up
- Crazy Mk5 Golf GTi

#### Out 'n' About

Autosport – We head to Birmingham in January and we couldn't be more excited

#### DIY Day Jobs New Feature

Make your own intercooler mist spray in a day

#### Plus

Product tests, Posters, Fast Projects, and loads more



 **#405 ON**  
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*\*Subject to change because Midge might not have recovered from the work's Christmas party...*





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